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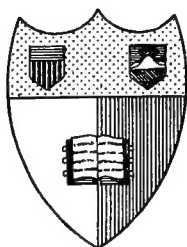
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BERNARD ALBERT SINN
COLLECTION
NAVAL HISTORY AND BIOGRAPHY

THE GIFT OF
BERNARD A. SINN, '97
1919

OFFICIAL RECORDS
OF THE
UNION AND CONFEDERATE NAVIES
IN THE
WAR OF THE REBELLION.

PUBLISHED UNDER THE DIRECTION OF
The Hon. **CHARLES J. BONAPARTE**, Secretary of the Navy,
BY
MR. **CHARLES W. STEWART**,
Superintendent Library and Naval War Records.

BY AUTHORITY OF AN ACT OF CONGRESS APPROVED JULY 31, 1894.

SERIES I—VOLUME 20.
WEST GULF BLOCKADING SQUADRON
FROM MARCH 15 TO DECEMBER 31, 1863.

WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1905.

CONTENTS OF PRECEDING VOLUMES.

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VOLUME 3.

Operations of the cruisers from April 1, 1864, to December 30, 1865.

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Operations in the Gulf of Mexico from November 15, 1860, to June 7, 1861. Operations on the Atlantic coast from January 1 to May 13, 1861. Operations on the Potomac and Rappahannock rivers from January 5 to December 7, 1861.

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VOLUME 7.

Operations of the North Atlantic Blockading Squadron from March 8 to September 4, 1862.

VOLUME 8.

Operations of the North Atlantic Blockading Squadron from September 5, 1862, to May 4, 1863.

VOLUME 9.

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VOLUME 10.

Operations of the North Atlantic Blockading Squadron from May 6 to October 27, 1864.

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Operations of the North Atlantic Blockading Squadron from October 28, 1864, to February 1, 1865.

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VOLUME 19.

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PREFACE.

The work of preparing for publication the Official Records of the Union and Confederate navies, which was begun July 7, 1884, was organized under the superintendency of Professor J. R. Soley, U. S. Navy, at that time librarian of the Navy Department, afterwards Assistant Secretary of the Navy.

In August, 1890, the work of collecting these records and their classification was ably continued by his successor, Lieutenant-Commander F. M. Wise, U. S. Navy, who, having received orders to sea, was relieved by Lieutenant-Commander Richard Rush, U. S. Navy, in May, 1893.

The long-delayed publication was finally authorized by act of Congress approved July 31, 1894, and begun by Mr. Rush. The first five volumes were published under his efficient administration, and the important duty of organizing the office for the distribution of these volumes was accomplished.

In March, 1897, Mr. Rush, having been ordered to sea, was succeeded by Professor Edward K. Rawson, U. S. Navy, as superintendent, under whose able administration volumes 6-14 were published. Professor Rawson was detached and ordered to the U. S. Naval Academy September 20, 1902, and was succeeded by Mr. Charles W. Stewart.

No change is contemplated at present in the outline of the plan of publication as approved by the Department. This plan includes only the use of such material as may be certified to be contemporaneous naval records of the war, which is divided into three series, in the following order of arrangement:

- I. The first series embraces the reports, orders, and correspondence, both Union and Confederate, relating to all naval operations on the Atlantic and Gulf coasts and inland waters of the United States during the war of the rebellion, together with the operations of vessels acting singly, either as cruisers or privateers, in different parts of the world. These reports are accompanied by occasional maps and diagrams.

In this series the papers are arranged according to squadrons and flotillas, chronologically; and, as far as possible, the Union reports of any events are immediately followed by the Confederate reports.

II. The second series embraces the reports, orders, and correspondence relating to—

1. The condition of the Union Navy in 1861, before the commencement of hostilities, and to its increase during the progress of the war, including the annual and special reports of the Secretary of the Navy and chiefs of the various bureaus.

2. The construction and outfit of the Confederate Navy, including privateers, setting forth also the annual and special reports of the Confederate Secretary of the Navy and chiefs of bureaus.

3. Statistical data of all vessels, Union and Confederate, as far as can be obtained.

4. Returns of naval and military property captured by the navies of both sides during the war.

5. Correspondence relating to naval prisoners.

This series is also arranged chronologically in each of the above sections, as far as practicable.

III. The third series embraces all reports, orders, correspondence, and returns of the Union and Confederate authorities not specially relating to the matter of the first and second series.

It is the intention of the Department to introduce throughout the volumes of the different series illustrations of each class or type of vessels referred to, in order to preserve the identity of these ships as they actually appeared during the war. These cuts have been reproduced either from photographs of the vessels themselves or from the carefully prepared drawings made from official sources.

Much difficulty has been found in collecting the records, for, while the official reports of commanders of fleets and of vessels acting singly are on file in the Navy Department, it is found that the correspondence between flag-officers and their subordinates is frequently missing. Without this squadron correspondence the historical value of the work would necessarily be impaired, and the Department therefore has spared no pains to secure the letter books and papers of the chief actors on both sides. These papers have for the most part been obtained, and they have been copiously used in the compilation of the work. The reports of the Union commanders are full and fairly complete. It is to be regretted, however, that the Confederate records are not equally complete, due to the great difficulty found in collecting them, and also to the fact that a large part of the archives of the Confederate Navy Department was burned at the close of the war. Frequent careful searches throughout various parts of the country, conducted by a special agent of the Department, have brought to light many duplicates of these papers, found among the personal files of participants. It is hoped that the publication will revive the interest of participants in the events referred to, and lead them to bring to the notice of the Department the whereabouts of any

papers bearing upon naval operations in the civil war of which they may have knowledge.

The nineteenth volume of the records (Series I, vol. 19), which has recently been published by the Department, gives the operations of the West Gulf Blockading Squadron from July 15, 1862, to March 14, 1863. The present volume (Series I, vol. 20) gives the operations of the West Gulf Blockading Squadron from March 15 to December 31, 1863.

The reports and correspondence are placed chronologically, with a distinct heading for every paper. In the record of events in which both sides took part the Confederate reports (where they could be obtained) immediately follow the Union reports, while the miscellaneous Confederate correspondence is placed at the end of the volume. Reference to the table of contents will show the context of these Confederate papers. It is believed that the chronological arrangement of the records, in connection with the full and complete index to each volume, will afford ample means of reference to its contents without other subdivision or classification. In reports of special or single events, in which the papers bear specific relation to those events, the chronological order has been somewhat modified, and such documents have been placed together in the compilation.

CHARLES W. STEWART,
Compiler.

NAVY DEPARTMENT,
Washington, D. C., December, 1905.

NOTE.—The following is an extract from the law governing the distribution of the sets comprising the publication (act of Congress approved July 31, 1894):

* * * Of said number, six thousand eight hundred and forty copies shall be for the use of the House of Representatives, two thousand one hundred and twelve copies for the use of the Senate, and one thousand and forty-eight copies for the use of the Navy Department and for distribution by the Secretary of the Navy among officers of the Navy and contributors to the work. The quotas herein authorized of said publication for the Senate and House of Representatives shall be sent by the Secretary of the Navy to such libraries, organizations, and individuals as may be designated by the Senators, Representatives, and Delegates of the Fifty-third Congress, it being the purpose of this distribution herein provided for to place these records in public libraries, and with permanent organizations having libraries, so far as such libraries may exist in the several States and Territories. Each Senator shall designate not exceeding twenty-four and each Representative and Delegate not exceeding nineteen of such addresses, and the volumes shall be sent thereto from time to time, as they are published, until the publication is completed; and all sets that may not be ordered to be distributed as provided herein shall be sold by the Secretary of the Navy for cost of publication, with ten per centum added thereto, and the proceeds of such sale shall be covered into the

Treasury. If two or more sets of said volumes are ordered to the same address, the Secretary of the Navy shall inform the Senators, Representatives, or Delegates who have designated the same, who thereupon may designate other libraries, organizations, or individuals. The Secretary of the Navy shall inform distributees at whose instance the volumes are sent.

The following joint resolution regarding the distribution of the work was approved January 30, 1896:

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Navy be, and he is hereby, authorized and directed to send the undistributed copies of the Official Records of the War of the Rebellion, both of the Union and of the Confederate navies, to such libraries, organizations, and individuals as may be designated before the meeting of the next Congress by the Representatives in the Fifty-fourth Congress of the districts whose Representatives in the Fifty-third Congress failed to designate the distributees of their quota of said Official Records or any part thereof, as authorized by the act of Congress approved July thirty-first, eighteen hundred and ninety-four, and the joint resolution approved March second, eighteen hundred and ninety-five, to the extent and in the manner and form provided in said act.

The following is an extract from the act of Congress of May 28, 1896, which increased the edition from 10,000 to 11,000 copies:

* * * For printing, binding, and wrapping one thousand additional copies of series one, volumes one, two, three, and four, for supplying officers of the Navy who have not received the work, two thousand four hundred dollars.

ORDER OF COMPILATION OF NAVAL WAR RECORDS.

SERIES I.

1. Operations of the cruisers, 1861-1865.

Union cruisers.

West India (Flying) Squadron, under Acting Rear-Admiral Wilkes, U. S. N., 1862-1863.

West India (Flying) Squadron, under Acting Rear-Admiral Lardner, U. S. N., 1863-1864.

Confederate cruisers and privateers.

2. Operations in the Gulf of Mexico, January to June 7, 1861

Surrender of the Pensacola Navy Yard.

Cooperation of the Navy in the relief of Fort Pickens.

3. Operations on the Atlantic Coast, January to May 13, 1861.

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4. Operations on the Potomac and Rappahannock Rivers, 1861-1865.

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Potomac Flotilla, under Lieutenant Wyman, U. S. N., 1861-1862.

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5. Atlantic Blockading Squadrons, 1861-1865.

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North Atlantic Blockading Squadron, under Rear-Admiral Goldsborough, U. S. N., 1861-1862.

Naval defenses of Virginia and North Carolina, under Flag-Officer Lynch, C. S. N.

James River Squadron, under Flag-Officer Buchanan, C. S. N.

James River Squadron, under Flag-Officer Tattnall, C. S. N.

James River Squadron, under Commodore Wilkes, U. S. N., 1862.

North Atlantic Blockading Squadron, under Acting Rear-Admiral Lee, U. S. N., 1862-1864.

James River Squadron, under Flag-Officers Forrest and Mitchell, C. S. N.

* Naval Defenses Inland Waters of North Carolina, under Commander Pinkney, C. S. N.

* Naval Defenses Cape Fear River, North Carolina, under Flag-Officer Lynch, C. S. N.

North Atlantic Blockading Squadron, under Rear-Admiral Porter, U. S. N., 1864-1865.

James River Squadron, under Flag-Officers Mitchell and Semmes, C. S. N.

* Naval Defenses Cape Fear River, North Carolina, under Flag-Officer Pinkney, C. S. N.

North Atlantic Blockading Squadron, under Acting Rear-Admiral Radford, U. S. N., 1865.

South Atlantic Blockading Squadron, under Rear-Admiral Du Pont, U. S. N., 1861-1863.

* Naval Defenses of South Carolina and Georgia, under Flag-Officer Tattnall, C. S. N.

* Naval Defenses of Charleston Harbor, South Carolina, under Flag-Officer Ingraham, C. S. N.

South Atlantic Blockading Squadron, under Rear-Admiral Dahlgren, U. S. N., 1863-1865.

* Naval Defenses of Charleston Harbor, South Carolina, under Flag-Officer Tucker, C. S. N.

Naval Defenses of Savannah, Ga., under Flag-Officers Hunter and Tattnall, C. S. N.

* The Confederate material under this head is very scant. It is therefore hoped that those who have any Confederate naval documents upon the subject will communicate with the Office of Naval War Records, Navy Department, Washington, D. C

XII ORDER OF COMPILATION OF NAVAL WAR RECORDS.

6. Gulf Blockading Squadrons, 1861-1865.

- Gulf Blockading Squadron, under Flag-Officer Mervine, U. S. N., 1861.
- Gulf Blockading Squadron, under Flag-Officer McKean, U. S. N., 1861-1862.
 - * Mississippi River Defenses, under Flag-Officer Hollins, C. S. N.
- East Gulf Blockading Squadron, under Flag-Officer McKean, U. S. N., 1862.
- East Gulf Blockading Squadron, under Acting Rear-Admiral Lardner, U. S. N., 1862.
- East Gulf Blockading Squadron, under Acting Rear-Admiral Bailey, U. S. N., 1862-1864.
- East Gulf Blockading Squadron, under Captain Greene, U. S. N., 1864.
- East Gulf Blockading Squadron, under Acting Rear-Admiral Stribling, U. S. N., 1864-1865.
- West Gulf Blockading Squadron, under Flag-Officer Farragut, U. S. N., 1862-1863.
 - Mortar Flotilla, under Commander Porter, U. S. N., 1862.
 - Lower Mississippi River Defenses, under Commander J. K. Mitchell, C. S. N., 1862.
 - * Mobile Defenses, under Flag-Officer Randolph, C. S. N.
 - Trans-Mississippi Marine Department, under Major Leon Smith, C. S. A.
- West Gulf Blockading Squadron, under Commodore Bell, U. S. N. (ad interim), 1863.
- West Gulf Blockading Squadron, under Rear-Admiral Farragut, U. S. N., 1864.
 - * Mobile Defenses, under Admiral Buchanan, C. S. N.
- West Gulf Blockading Squadron, under Commodore Palmer, U. S. N., 1864-1865.
- West Gulf Blockading Squadron, under Acting Rear-Admiral Thatcher, U. S. N., 1865.
 - * Mobile Defenses, under Flag-Officer Farrand, C. S. N.

7. Operations on the Western Rivers, 1861-1865.

- Naval Forces on Western Waters, under Commander Rodgers, U. S. N., 1861.
- Naval Forces on Western Waters, under Flag-Officer Foote, U. S. N., 1861-1862.
 - * Mississippi River Defenses, under Flag-Officer Hollins, C. S. N.
- Naval Forces on Western Waters, under Flag-Officer Davis, U. S. N., 1862.
 - * Mississippi River Defense Fleet, under Captain Montgomery, C. S. A.
 - * Mississippi River Defenses, under Commander R. F. Pinkney, C. S. N.
 - * Mississippi River Defenses, under Flag-Officer Lynch, C. S. N.
- Mississippi Squadron, under Rear-Admiral Porter, U. S. N., 1862-1864.
- Mississippi Squadron, under Acting Rear-Admiral Lee, U. S. N., 1864-1865.
 - * Naval Defenses of Red River, Louisiana, under Lieutenant J. H. Carter, C. S. N.

*The Confederate material under this head is very scant. It is therefore hoped that those who have any Confederate naval documents upon the subject will communicate with the Office of Naval War Records, Navy Department, Washington, D. C.

UNITED STATES VESSELS OF WAR SERVING IN THE WEST GULF BLOCKADING SQUADRON, MARCH 15 TO DECEMBER 31, 1863.

Name.	Rate.	Tonnage.	Class.	Crew.	Guns.
Albatross	Fourth ..	378	Screw steamer	95	7
Antona	Fourth ..	565	do	56	4
Arizona	Third ..	959	Side-wheel steamer	82	6
Arkansas	Third ..	752	Screw steamer	75	6
Aroostook	Fourth ..	507	do	83	7
Arthur	Fourth ..	554	Bark	32	6
Barrataria	Fourth ..	(*)	Ironclad	(†)	(*)
Bienville	Second ..	1,558	Side-wheel steamer	185	11
Bohio	Fourth ..	196	Brig	34	6
Brooklyn	Second ..	2,070	Screw steamer	259	25
Calhoun	Fourth ..	508	Side-wheel steamer	68	4
Cayuga	Fourth ..	507	Screw steamer	78	6
Charlotte	Fourth ..	70	Schooner	14	2
Chocura	Fourth ..	507	Screw steamer	80	5
Circassian	Fourth ..	1,750	do	142	6
Clifton	Fourth ..	892	Side-wheel steamer	121	8
Colorado	First ..	3,425	Screw steamer	626	50
Commodore	Fourth ..	80	Side-wheel steamer	(†)	4
Corypheus	Fourth ..	100	Yacht	16	(*)
Diana	Fourth ..	(*)	Side-wheel steamer	(†)	(*)
Essex	Third ..	1,000	Ironclad steamer	163	7
Estrella	Fourth ..	438	Side-wheel steamer	57	-----
Eugenie	Fourth ..	150	Schooner	36	1
Fearnot	Fourth ..	1,012	Storship	45	6
Genesee	Third ..	803	Screw steamer	113	8
Gertrude	Fourth ..	350	do	68	8
Granite City	Fourth ..	315	Side-wheel steamer	69	7
Hartford	Second ..	2,900	Screw steamer	302	26
Henry James	Fourth ..	260	Mortar schooner	35	3
Hollyhock †	Fourth ..	300	Side-wheel steamer	42	3
Horace Beals	Fourth ..	296	Barkentine	39	3
Ida	Fourth ..	104	Screw steamer	(†)	1
Itasca	Fourth ..	507	do	70	4
J. C. Kuhn	Fourth ..	888	Bark	61	2
Jasmine	Fourth ..	122	Screw steamer	19	2
John Griffith	Fourth ..	246	Mortar schooner	39	3
John P. Jackson	Fourth ..	787	Side-wheel steamer	99	6
Kanawha	Fourth ..	507	Screw steamer	87	4
Katahdin	Fourth ..	507	do	78	7
Kennebec	Fourth ..	507	do	78	4
Kensington	Third ..	1,052	do	72	3
Kenwood	Fourth ..	232	Side-wheel steamer	40	6
Kineo	Fourth ..	507	Screw steamer	81	4
Kittatinny	Fourth ..	421	Schooner	66	4
Lackawanna	Fourth ..	295	Screw steamer	298	5
Maria A. Wood	Fourth ..	344	Mortar schooner	25	2
Mississippi	Second ..	1,692	Side-wheel steamer	229	12
Monongahela	Second ..	1,378	Screw steamer	176	12
New London	Fourth ..	221	do	47	5
Nightingale	Fourth ..	1,066	Ship	51	4
O. H. Lee	Fourth ..	199	Mortar schooner	37	5
Octorara	Third ..	829	Side-wheel steamer	118	10
Oneida	Third ..	1,032	Screw steamer	166	10
Orvetta	Fourth ..	171	Mortar schooner	43	3

* Not found.

† No rolls.

‡ Formerly Reliance.

UNITED STATES VESSELS OF WAR SERVING IN THE WEST GULF BLOCKADING SQUADRON, MARCH 15 TO DECEMBER 31, 1865—Continued.

Name.	Rate.	Tonnage.	Class.	Crew.	Guns.
Ossipee	Second ..	1,240	Screw steamer.....	141	13
Owasco	Fourth ..	507	do	91	4
Pampero	Fourth ..	1,375	Ship	50	4
Pembina	Fourth ..	507	Screw steamer.....	91	4
Penguin	Fourth ..	389	do	71	7
Penobscot	Fourth ..	507	do	82	4
Pensacola	Second ..	2,158	do	269	23
Pinola	Fourth ..	507	do	75	4
Pocahontas	Third ..	694	do	173	6
Port Royal	Third ..	805	Side-wheel steamer.....	131	8
Portsmouth	Third ..	989	Ship	161	22
Potomac	Second ..	1,708	do	331	34
Preble	Fourth ..	566	do	65	10
Princess Royal	Third ..	828	Screw steamer.....	90	7
R. R. Cuyler	Third ..	1,202	do	116	10
Rachel Seaman	Fourth ..	303	Mortar schooner.....	13	2
Relief	Fourth ..	468	Storeship	51	3
Richmond	Second ..	1,929	Screw steamer.....	261	22
Sachem	Fourth ..	180	do	52	5
Sam Houston	Fourth ..	66	Schooner	12	1
Sarah Bruen	Fourth ..	233	Mortar schooner.....	35	8
Sciota	Fourth ..	507	Screw steamer.....	65	8
Sea Foam	Fourth ..	251	Brigantine	35	3
Seminole	Third ..	801	Screw steamer.....	104	9
Susquehanna	First ..	2,450	Side-wheel steamer.....	264	15
Tennessee	Third ..	1,275	do	217	5
Vincennes	Third ..	700	Ship	162	19
Virginia	Fourth ..	581	Screw steamer.....	61	7
William G. Anderson	Fourth ..	593	Bark	102	7
Winona	Fourth ..	507	Screw steamer.....	93	4

VESSELS OF THE MISSISSIPPI SQUADRON THAT COOPERATED WITH THE WEST GULF BLOCKADING SQUADRON DURING THE PERIOD COVERED BY THIS VOLUME.

Name.	Rate.	Tonnage.	Class.	Crew.	Guns.
Argosy	Fourth ..	219	Side-wheel steamer.....	71	8
Benton	Third ..	1,000	Ironclad steamer	157	16
Black Hawk	Third ..	902	Side-wheel steamer.....	141	11
Carondelet	Third ..	512	Ironclad steamer	158	11
Choctaw	Third ..	1,000	Side-wheel steamer.....	106	7
General Price	Fourth ..	633	do	77	3
Ivy	Fourth ..	50	do	(*)	(†)
Lafayette	Third ..	1,000	do	210	12
Louisville	Fourth ..	468	Ironclad steamer.....	186	13
Neosho	Third ..	523	do	72	2
Pittsburg	Third ..	572	do	123	12
St. Clair	Fourth ..	203	Side-wheel steamer.....	66	6

VESSELS OF THE MISSISSIPPI MARINE BRIGADE (ELLET RAM FLEET) MENTIONED IN THIS VOLUME.

Autocrat	(†)	(†)	Flagship	(*)	-----
Lancaster	Fourth ..	400	Ram	(*)	-----
Queen of the West	Fourth ..	400	do	(*)	-----
Switzerland	Fourth ..	400	do	(*)	-----

*No rolls.

†Not found.

CALENDAR.

1863.

MARCH.

Sun.	M.	T.	W.	T.	F.	Sat.
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31	--	--	--	--
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AUGUST.

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APRIL.

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26	27	28	29	30	--	--

SEPTEMBER.

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MAY.

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31	--	--	--	--	--	--

OCTOBER.

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JUNE.

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NOVEMBER.

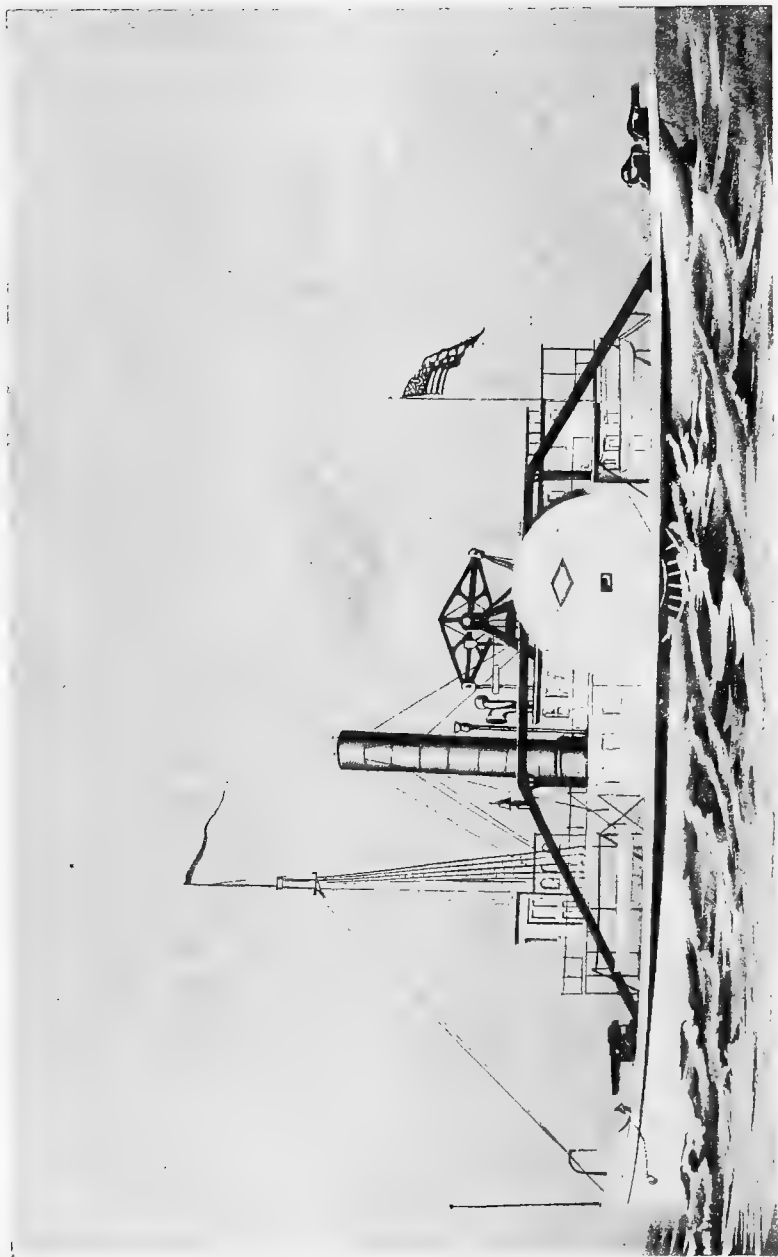
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JULY.

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DECEMBER.

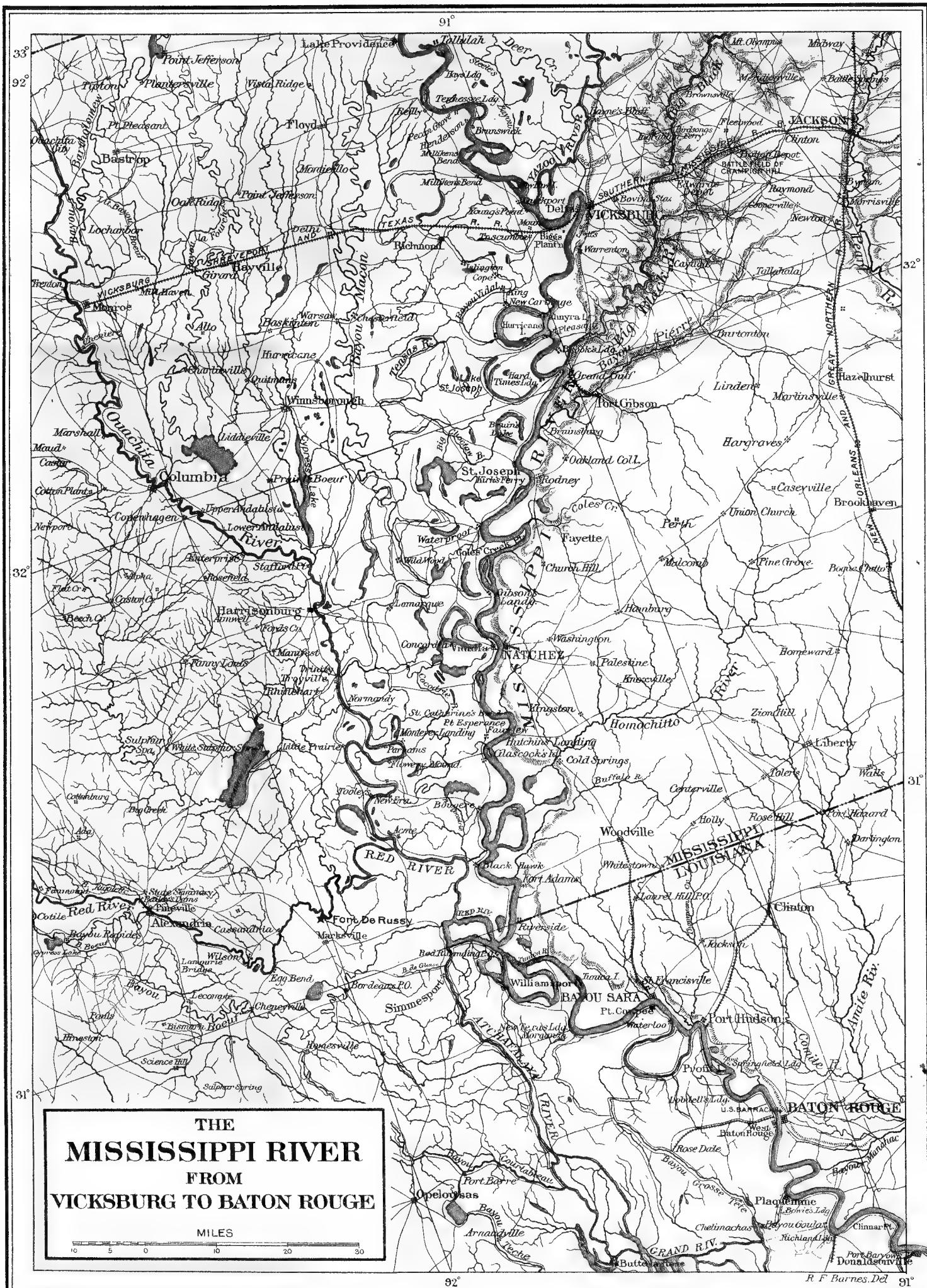
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UNITED STATES STEAMER CALHOUN.

WEST GULF BLOCKADING SQUADRON.

FROM MARCH 15 TO DECEMBER 31, 1863.



THE
MISSISSIPPI RIVER
FROM
VICKSBURG TO BATON ROUGE

MILES

10 5 0 10 20 30

WEST GULF BLOCKADING SQUADRON.

FROM MARCH 15 TO DECEMBER 31, 1863.

Operations above Port Hudson, March 15 to May 6, 1863.

[Telegram.]

U. S. FLAGSHIP HARTFORD,
Below Warrenton, Miss., March 19, 1863.

SIR: I have to report that the *Hartford* and *Albatross* passed the rebel batteries at Port Hudson during the night of the 14th instant, with the loss of 2 men killed and 2 wounded. The other vessels did not pass, from some cause which is as yet unknown to me. I learn from rebel papers that the *Mississippi* was destroyed.

At Grand Gulf a rebel battery of four rifled pieces engaged us this morning (19th), but we passed up, losing 2 men killed and 6 wounded. We arrived off Warrenton at 4 p. m. this day.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Farragut, U. S. Navy, regarding movements of the flagship above Port Hudson.

FLAGSHIP HARTFORD,
Below Warrenton, Miss., March 19, 1863.

SIR: On the morning of the 15th instant we dropped down the river to nearly within range of the Port Hudson batteries, for the purpose of ascertaining if it was possible to communicate across the peninsula, as I had an army signal officer on board for that purpose, but we could see nothing from the mastheads. I fired three signal guns, as agreed upon with General Banks, to notify him of our safe passage, and we proceeded on up to the mouth of Red River, whither the rebel steamers had all preceded me.

I arrived off Red River on the morning of the 16th, and remained there during the day, exercising the crew at target practice. The next morning (17th) I got underway and proceeded up to Natchez, where I anchored for the night, tore down a portion of the telegraph communicating between that place and Port Hudson, and sent a dispatch (A) to the mayor by the hand of Captain Jenkins. On the following morning (18th) got underway and proceeded up to within a few miles of Grand Gulf and anchored for the night.

This morning (19th) got underway, and at 7 a. m. we were fired upon by a battery of four guns (rifled) from a cliff at Grand Gulf; we engaged this battery and continued the action until we had passed up out of range.

Our losses were 2 men killed and 6 wounded. I herewith enclose the fleet surgeon's report (B). This is the only battery we have encountered in our passage from Port Hudson.

About 10 miles above Grand Gulf we saw the wreck of the *Indianola*, on the right bank of the river. She was partially submerged, and her upper works appear to have been very much shattered by an explosion, although there is still much valuable iron on her, which will be probably taken by the rebels, as I understand an individual has contracted with the Confederate Government to raise her.

I anchored to-day at 4 p. m. a few miles below Warrenton, Miss.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosures.]

U. S. FLAGSHIP HARTFORD,
Off Natchez, Miss., March 17, 1863.

SIR: I trust that it is unnecessary to remind you of my desire to avoid the necessity of punishing the innocent for the guilty, and to express to you the hope that the scene of firing on the United States boats will not be repeated by either the lawless people of Natchez or by the guerrilla forces; otherwise I shall be compelled to do the act most repugnant to my feelings by firing on your town in defense of my people and the honor of my flag.

I shall be most happy to see his honor the mayor on board.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

His honor the MAYOR OF NATCHEZ, MISS.

—
FLAGSHIP HARTFORD, *March 19, 1863.*

SIR: I have the honor to report the following casualties on board this ship during the engagement with the batteries in passing Grand Gulf this morning, viz:

Killed.—Charles Sweeney, landsman, shot in head; Dennis Driscoll, landsman, shot in abdomen.

Wounded.—William Brown, seaman, arm, slightly; James Robbins, landsman, knee, slightly; John Brown, marine, head, slightly; Michael Corcoran, marine, shoulder, slightly; William Luther, landsman, head, slightly; Patrick Cook, marine, side, slightly.

Total, 2 killed, 6 wounded.

I am, respectfully, your obedient servant,

J. M. FOLTZ,
Fleet Surgeon.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

[Telegram.]

CAIRO, ILL., *March 24, 1863.*

Just received communication from Lieutenant-Commander Breese, dated *Black Hawk*, March 20.

The *Hartford* is below Warrenton. Admiral Farragut's secretary came on board this morning, en route to Admiral Porter. It will take him a week at least to communicate and get back. He says that the *Hartford* passed the fort. The others were repulsed, and one they saw in flames. It is believed that the *Mississippi* was the ship destroyed.

A. M. PENNOCK,

Fleet Captain and Commandant of Station.

Hon. GIDEON WELLES,

Secretary of the Navy.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Grant, U. S. Army, regarding the breaking up of the Red River trade.

U. S. FLAGSHIP HARTFORD,

Below Vicksburg, [March 20], 1863.

SIR: I herewith transmit to you, by the hand of my secretary, a dispatch from Major-General N. P. Banks. It was sent up to me the evening I was to pass the batteries at Port Hudson.

Having learned that the enemy had the Red River trade open to Vicksburg and Port Hudson and that two of the gunboats of the upper fleet had been captured, I determined to pass up and, if possible, recapture the boats and stop the Red River trade, and this I can do most effectually if I can obtain from Rear-Admiral Porter or yourself coal for my vessels. By my trip up the river I have become perfectly acquainted with the enemy's forces on the banks and his boats in the adjacent waters.

I shall be most happy to avail myself of the earliest moment to have a consultation with yourself and Rear-Admiral Porter as to the assistance I can render you at this place; and if none, then I will return to the mouth of the Red River and carry out my original designs.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral.

Major-General U. S. GRANT,

Commanding U. S. Forces, Vicksburg.

Letter from Major-General Banks, U. S. Army, to Major-General Grant, U. S. Army, making statement of position, force, and plans.

HDQRS. DEPARTMENT OF THE GULF, 19TH ARMY CORPS,

Baton Rouge, March 13, 1863.

GENERAL: Anticipating the success of Admiral Farragut's proposed attempt to run the enemy's batteries at Port Hudson and to open communication with you, I will avail myself of the opportunity to give you a statement of our position, force, and intentions.

We have at Baton Rouge a force of about 17,000 effective infantry and one negro regiment, one regiment of heavy artillery, with six light batteries, one 20-pounder battery, a dismounted company of artillery, and ten companies of cavalry, of which eight are newly raised and hardly to be counted on. Of this three regiments of infantry, the heavy artillery, meaning the siege train, the dismounted artillery, and one company of cavalry will remain at Baton Rouge.

Leaving this force to hold the position of Baton Rouge, we march to-day upon Port Hudson by the Bayou Sara road to make a demonstration upon that work for the purpose of cooperating in the movement of the fleet.

The best information we have of the enemy's force places it at 25,000 or 30,000. This and his position precludes the idea of an assault upon our part, and accordingly the main object of the present movement is a diversion in favor of the Navy, but we shall of course avail ourselves of any advantage which occasion may offer.

Should the admiral succeed in his attempt, I shall try to open communication with him on the other side of the river; and in that event trust I shall hear from you as to your position and movements, and especially as to your views of the most efficient mode of cooperation upon the part of the forces we respectively command.

Very respectfully, your obedient servant,

N. P. BANKS,
Major-General, Commanding.

Major-General U. S. GRANT,
Commanding Department of the Tennessee.

Letter from Rear-Admiral Farragut, U. S. Navy, to Acting Rear-Admiral Porter, U. S. Navy, requesting an interview.

U. S. FLAGSHIP HARTFORD, [March 20], 1863.

DEAR ADMIRAL: Having learned by the secesh papers that two of your vessels had gone down the river and had been captured by the enemy's gun and river boats, thus putting it out of your power to prevent the supplies from Red River to Port Hudson, beside the evils arising from having an ironclad, the *Indianola*, to act against us, I determined to attempt to pass the batteries at Port Hudson, come up, destroy or recapture the boats you had lost, and blockade Red River. It appears, however, that the fates were against me, for my other vessels were beaten back and the *Mississippi* was destroyed. I have therefore come up to consult with you, to see if I can obtain coal for my vessels from you, and if I can be of greater assistance to yourself and the commanding general by remaining here than by returning to the mouth of Red River, which we will settle upon by consultation.

I will be most happy to see you, or to learn your views in any way most agreeable to yourself.

Very truly, your friend and obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Western Flotilla.

Letter from Major-General Grant, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, referring to the absence of Rear-Admiral Porter in the Yazoo River.

MARCH 21, 1863.

ADMIRAL: Hearing nothing from Admiral Porter, I have determined to send you a barge of coal from here. The barge will be cast adrift from the upper end of the canal at 10 o'clock to-night. Troops on the opposite side of the point will be on the lookout, and should the barge run into the eddy, will start it adrift again.

Admiral Porter is now in Deer Creek, or possibly in the Yazoo, below Yazoo City. I hope to hear from him this evening. As soon as I do I will prepare dispatches for General Banks and forward them to you.

I have sent a force into the Yazoo River by the way of Yazoo Pass. Hearing of this force at Greenwood, Miss., and hearing that the enemy were detaching a large force from Vicksburg to go and meet them, determined Admiral Porter to attempt to get gunboats in the rear of the enemy. I hope to hear of the success of this enterprise soon.

I am, admiral, very respectfully, your obedient servant,

U. S. GRANT,
Major-General.

Admiral FARRAGUT, *U. S. Navy.*

Letter from Major-General Grant, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, regarding the furnishing of coal.

HEADQUARTERS DEPARTMENT OF THE TENNESSEE,
Before Vicksburg, March 22, 1863.

ADMIRAL: I regret that Admiral Porter has not been here to answer your communications. On the subject of your communication in regard to furnishing coal, it can always be supplied either by the admiral or myself, supposing that it can be successfully floated past the batteries at Vicksburg.

It is a matter of the utmost importance to cut off trade with the Red River country. I do not know what Admiral Porter would suggest if he were here, but I think he might possibly spare one or more of his rams.

I have not heard whether the barge of coal started to you last night reached its destination or not. Hoping that this coal reached you all right, I remain,

Very respectfully, your obedient servant,

U. S. GRANT,
Major-General.

Admiral FARRAGUT,
Commanding Gulf Squadron.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Grant, U. S. Army, regarding construction of a battery at Warrenton, Miss.

FLAGSHIP HARTFORD, *March 22, 1863.*

GENERAL: I am most happy to inform you that the coal barge arrived safely and we are now coaling from her. She is much larger than our necessities required, but it is a good fault and we will carry her down with us.

I see the enemy is building a very formidable casemated work at Warrenton. I fired at it yesterday coming up, but I think did it little or no injury. I see they are at work on it again and shall interrupt them to-day with an occasional shot or shell to prevent their annoying me on my way down, but if you think proper to make a little expedition over that way to destroy it, my two vessels will be at your service as long as I am here. On my way down I shall pass close to it and do my best to destroy it, but I suppose that will not amount to much, as they will soon be able to repair the damages. They do not appear to have any amount of armed force there, but quite an extensive working force, which I have just ordered a gunboat down to break up.

I will be happy to receive your dispatch for General Banks. There are no other batteries between this place and Red River except Grand Gulf, where they have four 20 and 30 pounder Parrott guns, and they annoyed us very much coming up. There are no steamers on the Mississippi River between here and Red River, or were not when I came up, and if they have come out since, I will have them below me when I go down, so that if Admiral Porter wishes to send down any of his boats, he will know what they will have to contend with.

I am greatly obliged to you for your politeness, and remain,

Your obedient servant,

D. G. FARRAGUT.

General U. S. GRANT,

Commanding U. S. Army, Vicksburg.

If you wish to send over a force to break up Warrenton, these vessels will be at your service while we remain here.

Very respectfully,

D. G. F.

Letter from Major-General Grant, U. S. Army, to Major-General Banks, U. S. Army, regarding operations in Yazoo River.

BEFORE VICKSBURG, *March 22, 1863.*

SIR: Your communication of the 13th instant, per Admiral Farragut, was duly received.

The continuous high water and the nature of the country almost precluding the possibility to land a force on the east bank of the Mississippi anywhere above Vicksburg, has induced the hope that you would be able to take Port Hudson and move up to Black River. By the use of your transports I could send you all the force you would require.

Finding the canal commenced here last summer by General Thomas Williams, I have prosecuted that work, and would before this have had it completed to the width of 60 feet but for the heavy rise in the river breaking in the dam across the upper end. It is exceedingly doubtful if this canal can be made of any practical use, even if completed. The enemy have established a battery of heavy guns opposite the mouth of the canal, completely commanding it for one-half its length.

Soon after taking command here I conceived the idea of getting possession of the Yazoo River by the way of Moon Lake and Yazoo Pass. Five gunboats were furnished for this expedition, and I sent in addition a division of troops, to which has since been added considerable reinforcements. This enterprise promised most fairly, but for some cause our troops delayed so as to give the enemy time to fortify.

My last information from this command was to the 17th. They were at Greenwood, on the Yazoo, a fortified place, and had abandoned all idea of getting past until they could receive additional ordnance stores. By a prompt movement Yazoo City could have been captured without opposition.

Admiral Porter, with five gunboats, and Major-General Sherman, with a division of troops, are now attempting to get into the Yazoo by way of Steele's Bayou, Black Bayou, Deer Creek, Rolling Fork, and the Sunflower. They got in as far as Deer Creek without any great difficulty, but I fear a failure of getting farther.

This experiment failing, there is nothing left for me but to collect all my strength and attack Haynes' Bluff. This will necessarily be attended with much loss, but I think it can be done.

The best aid you can give me, if you can not pass Port Hudson, will be to hold as many of the enemy there as possible. If they could be sent I could well spare you one army corps to enable you to get up the river. My effective force, including all arms, will be between 60,000 and 70,000, if I bring all from Memphis that can be spared in an emergency.

An attack on Haynes' Bluff can not possibly take place under two weeks, if so soon. My forces are now scattered, and the difficulty of getting transportation is very great.

U. S. GRANT.

Major-General N. P. BANKS,
Commanding Department of the Gulf.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Grant, U. S. Army, referring to the blockade of Red River.

U. S. FLAGSHIP HARTFORD,
Below Vicksburg, March 22, 1863.

GENERAL: I have just received your several communications and one for General Banks, which I hope to be able to convey to him in the course of a few days, as I will probably leave here to-morrow or the next day at furthest.

I regret that I did not see Admiral Porter, as he no doubt would have sent down at least two of General Ellet's rams. The two rams and one ironclad would make the blockade of Red River complete. There are only two boats fitted as rams, the *Queen of the West* and the *Webb*. There are also the *Beatty*, and another river boat fitted with cotton bales, for the purpose of boarding our gunboats, but carry no guns. The *Webb* is at Alexandria repairing, and the *Queen of the West* is now in the Atchafalaya. The moment we have the mouth of the river they transport all their provisions for Vicksburg and Port Hudson across the river to Angola Place, and then they travel up to this place by land. I had hoped to have sufficient force not to have disturbed the admiral, but as my vessels failed to get past Port Hudson (in fact I know one was burned, and I find it reported that another was sunk, but this last I do not believe), my services are so important below that I shall be compelled to return to New Orleans and the coast very soon. I still cherish the hope that I will find some one of my gallant fellows at the mouth of Red River, which will enable me to leave soon.

I know that General Banks does not think that he has sufficient force to attack Port Hudson with any chance of success.

Wishing you every success in your difficult operations, I again tender you my thanks and remain, your obedient servant,

D. G. FARRAGUT.

Major-General U. S. GRANT,
Commanding Department of the Tennessee.

Letter from Lieutenant-Commander Breese, U. S. Navy, to Rear-Admiral Porter, U. S. Navy, regarding the ram fleet.

U. S. MISSISSIPPI SQUADRON, *March 22, 1863.*

DEAR SIR: Captain Walke has just come up. He says General Ellet sent for him to come and see him; that he had dispatches, etc. He talks very large, from what Walke says, and implies a command of the river fleet with his. Farragut is anxious for a ram or two, etc. Walke wants to know whether he has any right to order these rams. I tell him, yes. I think you had better settle General Ellet's powers over the rams as soon as possible. He has the *Lancaster* bringing up his rear.

Yours, in haste,

K. R. BREESE,
Lieutenant-Commander.

[Rear-Admiral D. D. PORTER.]

Letter from Rear-Admiral Farragut, U. S. Navy, to Commander Walke, U. S. Navy, regarding the attempted suppression of Red River trade.

JUST BELOW VICKSBURG,
(*After passage of Port Hudson batteries*), [— — —, 1863].

SIR: I was not aware until I received the friendly note of Lieutenant-Commander Breese that you were the commanding officer of the Western Flotilla above Vicksburg. I supposed when I wrote that Admiral Porter was there, and I regret that my secretary should have deemed it his duty to take my communication up the river to the admiral. My great wants are, first, force, and secondly, coal, and my only means of obtaining them are through the admiral or General Grant. The failure of the other vessels of the fleet to come by Port Hudson has left me with only this ship and the *Albatross* to command the river from below Vicksburg to Port Hudson, and any time I pass Grand Gulf it will be under a heavy fire. We lost 2 killed and several wounded in coming up. Now, had we one or two of the General Ellet rams we would be able to cut off all intercourse between Red River and Vicksburg and Port Hudson. They could catch the boats by pursuing where we could not and be protected by their guns. The principal cause of my visit up the river was to stop this Red River trade and recapture the boats. I drove every steamer before me into Red River from Port Hudson. They will no doubt be out again as soon as they learn that we are up here, but I will be likely to catch them down the river when I return, which will be the moment I find out if I can or can not get coal conveyed to us down the river or through the

canal to this point. You will oblige me by informing me of the prospect I have of obtaining a supply of coal at as early a day as possible.

Very respectfully,

D. G. FARRAGUT.

Commander WALKER,
U. S. Gunboat *Lafayette*.

Extracts from letters from Acting Rear-Admiral Porter, U. S. Navy, to Rear-Admiral Farragut, U. S. Navy.

U. S. MISSISSIPPI SQUADRON,
U. S. S. *Cincinnati*, *Deer Creek*, March 22, 1863.

MY DEAR ADMIRAL: I am too glad to receive a communication from you, for we have had all kinds of reports; above all, though I regret that the want of judgment and positive disobedience of orders of Captain Brown should have been the cause of your present position. Had he obeyed me Red River would have been sealed hermetically. You have had some affairs in your own squadron similar to the *Indianola* affair, causing equally painful results. I will do all I can to send you coal, etc.

I would not attempt to run the batteries at Vicksburg if I were you; it won't pay, and you can be of no service up here at this moment.

Your services at Red River will be a godsend; it is worth to us the loss of the *Mississippi* at this moment and the severest blow that could be struck at the South. They obtain all their supplies and ammunition in that way.

MARCH 26, 1863.

In relation to the *Switzerland*, keep her with you, and please make the commander understand that she is under your command, or he will go off on a cruise somewhere before you know it and then get the ship into trouble.

She is a formidable ship as a ram, but I would never expect to see her again if she got out of your sight.

I got them past the batteries without a hurt, and I would have done the same with the *Lancaster* and *Switzerland* had I been here. I would, with great pleasure, give you one or two ironclads, but I have none that are fit for service just now, and the fight at Haynes' Bluff must come off soon. The *Queen of the West* or the *Webb* would walk right through these ironclads, while a ram would keep them in check.

They say the rebels have the *Indianola's* guns; can you ascertain if such is the fact? At low water the whole thing will be exposed.

It will be an object for you to remain at Red River as long as possible, and I hope you will do so. It is death to these people; they get all their supplies from there.

I am making preparations to send provisions down to you, and will let you know when they are coming.

Very respectfully,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.
Rear-Admiral D. G. FARRAGUT.

Letter from Rear-Admiral Farragut, U. S. Navy, to Acting Rear-Admiral Porter, U. S. Navy, regarding the blockade of Red River.

U. S. FLAGSHIP HARTFORD,
Below Vicksburg, March 22, 1863.

DEAR ADMIRAL: I regret that I did not find you at Vicksburg, and also that my secretary should have deemed it necessary to follow you up the river in your expedition to bother you when so engaged.

The general, or somebody, has kindly sent me the coal down, and I am now filled up and all ready to start for the Red River blockade, where I hope to find some one of my unfortunate vessels who failed to get past Port Hudson. I see by the papers that General Ellet is anxious to retake the *Queen of the West*, so that I hope you will be able to let two of the rams and one ironclad come down and blockade Red River for me. The enemy have only the *Webb* and the *Queen of the West*, rams, and another freight boat, protected with cotton, for the purpose of boarding our gunboats, but have no guns on board.

The enemy I see have been building a fine casemated battery at Warrenton. I gave them a good shelling and shall give them another to-morrow as I go down the river. At Grand Gulf they have also four Parrott guns, 20 and 30 pounders. They killed 2 men for me and wounded 5 or 6. I shall try and pay them for it to-morrow or next day.

I felt a delicacy in suggesting anything to General Grant, but my idea is that if he thinks he can not take Vicksburg, the best thing would be to go down and take Grand Gulf and hold it, and then with 10,000 or 20,000 men go down and attack Port Hudson simultaneously with General Banks from below, and I would aid all I could with this ship and the *Albatross* and any others that might come up to my assistance. The Red River trade will be the great blow to their steamers. They can get nothing when Red River is well blockaded. The general's coal I shall leave at the bayou below Vicksburg for any of your vessels that may require it. There is left some 400 tons at least.

Wishing you every success in all your undertakings, I remain,

Very truly, yours,

D. G. FARRAGUT,
Rear-Admiral.

Acting Rear-Admiral D. D. PORTER,
Commanding Western Flotilla, above Vicksburg.

Letter from Brigadier-General Ellet, U. S. Army, of Marine Brigade, to Rear-Admiral Farragut, U. S. Navy, requesting an opinion regarding the running of the batteries.

HEADQUARTERS MISSISSIPPI MARINE BRIGADE,
Flagship Autocrat, above Vicksburg, March 22, 1863.

GENTLEMEN: Through Colonel Ellet I learn that Rear-Admiral Farragut has requested the aid of a ram to support him in his present position. I have asked from Captain Walke a copy of the admiral's request, which he declines to give me. Will you be kind enough to inform me of the admiral's desires? The night is so favorable for running the batteries that I should regret to lose the opportunity if, in the admiral's opinion, the emergency would justify me in taking the responsibility.

Very respectfully, your obedient servant,

ALFRED W. ELLET,
Brigadier-General, Mississippi Marine Brigade.

MESSRS. FARRAGUT and FOLTZ.

Note from Rear-Admiral's Secretary Loyall Farragut, U. S. Navy, to Brigadier-General Ellet, U. S. Army.

HEADQUARTERS FIFTEENTH ARMY CORPS,
March 22, 1863.

SIR: We received no instructions from Admiral Farragut to make any request for gunboats, and therefore do not know his wishes on the subject.

Very respectfully, your obedient servant,

LOYALL FARRAGUT, U. S. Navy.

Brigadier-General A. [W.] ELLET,
Commanding Ram Fleet.

Report of Captain Walke, U. S. Navy, referring to conflict of authority regarding the service of the rams.

U. S. S. LAFAYETTE, *March 23, 1863.*

SIR: I received a letter from Rear-Admiral Farragut on the 22d instant informing me of the failure of all but two of his fleet to come by Port Hudson (the *Hartford* and *Albatross*), with which he intended to have recaptured the boats *Indianola* and *Queen of the West* and to cut off all intercourse between Red River and Vicksburg and Port Hudson, which he still thinks he could be able to do if he had one or two of General Ellet's rams. He also states that his great wants are, first, force, and, secondly, coal (the latter of which we sent to him in abundance night before last).

Under these circumstances I advised with Captains Breese and Greer as to the propriety of sending one of our rams at least to Admiral Farragut, in which they acquiesced; but when I proposed to send Colonel Ellet, the commander of the *Switzerland*, he declined to obey my orders during the presence of General Ellet, who had just arrived with the Marine Brigade and who claims to have command of the rams.

At a very late hour last night, in the rain, the enclosed dispatch was sent to me from General Ellet, requesting an immediate answer. I read the dispatch and returned a verbal answer that it was unnecessary, as the service of the rams was not indispensable.

Very respectfully, your obedient servant,

H. WALKE,
Captain, U. S. Navy.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

[Enclosure.]

HEADQUARTERS MISSISSIPPI MARINE BRIGADE,
Flagship Autocrat, March 22, 1863.

SIR: Colonel Ellet has informed me that Admiral Farragut is in want of assistance, and has asked the aid of a ram. Will you oblige me with a copy of the admiral's request, with a view of sending him the aid required?

Yours, very respectfully,

ALFRED W. ELLET,
Brigadier-General, Commanding Mississippi Marine Brigade.
Captain WALKE, U. S. NAVY.

Letter from Rear-Admiral Farragut, U. S. Navy, to Brigadier-General Ellet, U. S. Army, requesting the services of two rams.

U. S. FLAGSHIP HARTFORD,
Below Vicksburg, March 23, 1863.

GENERAL: I have written Admiral Porter to the effect that I am most desirous of having an ironclad gunboat and two rams below Vicksburg, to maintain the control of the river between this place and Port Hudson. The Red River trade is now the only resource of the enemy for their supplies at both Vicksburg and Port Hudson. The failure of my vessels to get by Port Hudson has reduced me to the necessity of asking the above assistance from Admiral Porter; but I am unwilling to interfere with the admiral's command in any way, but I feel assured that if he was here he would grant the assistance I so much need to carry out this great object. I beg to assure you that nothing would be more gratifying to me than to have two of your rams.

And I remain, truly, yours, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Brigadier-General A. W. ELLET,
Commanding Mississippi Marine Brigade.

Letter from Major-General Grant, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, regarding measures of cooperation against Port Hudson.

MARCH 23, 1863.

ADMIRAL: In the various notes I have written, including the dispatch for General Banks, I have not mentioned that soon after taking command there in person, I collected my surplus troops at Lake Providence and directed the commanding officer to effect a passage through from the Mississippi River to Bayou Maçon. This will give navigable water through by that route to the Red River. This is now reported practicable for ordinary Ohio River steamers. I sent several weeks ago for this class of steamers and expected them before this. Should they arrive and Admiral Porter gets his boats out of the Yazoo, so as to accompany the expedition, I can send a force of, say, 20,000 effective men to cooperate with General Banks on Port Hudson.

This force would easily reduce Port Hudson and enable them to come on up the river and maintain a position on high land near enough to Vicksburg until they could be reinforced from here sufficiently to operate against the city.

Please inform the general of the contents of this, and much oblige
Your obedient servant,

U. S. GRANT,
Major-General.

Admiral FARRAGUT,
Commanding Gulf Squadron.

Letter from Rear-Admiral Farragut, U. S. Navy, to Brigadier-General Ellet, U. S. Army, returning thanks for promised cooperation and requesting an interview.

U. S. FLAGSHIP HARTFORD,
Below Vicksburg, March 23, 1863.

DEAR GENERAL: I have this moment heard from Colonel [Lieutenant John C.] Abbott of your arrival above Vicksburg with your rams, and sincerely thank you for the offer of the *Switzerland* to accompany me down the river.

I had written a communication to Admiral Porter, saying how much I would be gratified to have two rams and an ironclad to assist in maintaining the blockade of the Red River and to keep the police of the river generally between Vicksburg and Port Hudson, particularly as I had learned through the newspapers that you were on your way down the river and anxious to repair the loss of the *Queen of the West* and the *Indianola*. I shall be most happy to see you on board this ship, with the colonel, for consultation.

I am, very respectfully,

D. G. FARRAGUT,
Rear-Admiral, Comdg. West Gulf Blockading Squadron.

General ELLET,
Commanding Ram Fleet, opposite Vicksburg.

Letter from Major-General Grant, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, requesting cooperation in attack upon Warrenton batteries.

BEFORE VICKSBURG, *March 23, 1863.*

SIR: As you kindly offered me the cooperation of your vessels and the use of them to transport troops to Warrenton, should I want them to send an expedition to destroy their batteries, I have determined to take advantage of the offer. I have directed General [Frederick] Steele to select two regiments from his command and get them to the opposite side of the peninsula to-day, ready to embark as soon as in your judgment you think it should be done.

I send no special instructions for this expedition further than to destroy effectually the batteries at Warrenton and to return to their camp here. They will be glad to receive any suggestions or directions from you.

This is a bad day for troops to be out, but in that particular it may be favorable to us.

Thanking you, admiral, for your offer of the service of your vessels,
U. S. GRANT.

Admiral D. G. FARRAGUT,
Commanding Gulf Squadron.

P. S.—Captain Walke, who is the senior naval officer here in the absence of Admiral Porter, asked me yesterday for cotton bales with which to pack two of the rams, for the purpose of sending them to join you. I promised him anything in the world the Army has for accomplishment of this purpose, and presume the vessels will be sent. I look upon it of vast importance that we should hold the river securely between Vicksburg and Port Hudson.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Grant, U. S. Army, regarding cooperation against Warrenton batteries.

U. S. FLAGSHIP HARTFORD,
Below Vicksburg, March 23, 1863.

DEAR GENERAL: I have just received your communication of this date and am most happy to find that you concur in opinion with me as to the necessity for destroying the casemated battery now near completion at Warrenton.

I gave it a good shelling to-day, and will be ready to act in concert with your troops and afford every facility in my power whenever they are ready. I will cover the landing, and in case the ram *Switzerland* comes down in time she will be best suited to land the troops, but in case the ram does not get down in time the *Albatross* will do it. I beg to assure you, in conclusion, that it will always afford me great pleasure to cooperate with you in any undertaking for the common good of our common country.

I am, very respectfully,

D. G. FARRAGUT.

Major-General U. S. GRANT,
Commanding, opposite Vicksburg.

Letter from Brigadier-General Ellet, U. S. Army, to Captain Walke, U. S. Navy, regarding cooperation.

HEADQUARTERS MISSISSIPPI MARINE BRIGADE,
Flagship Autocrat, March 24, 1863.

CAPTAIN: I have received a written communication from Admiral Farragut in which he informs me that he had requested from Admiral Porter an ironclad gunboat and two rams, to enable him to hold the river between Vicksburg and Port Hudson. In consequence of the failure to get the fleet above that point, he is entirely too weak to accomplish this great object unaided. It is my purpose to send past the batteries to-night, in compliance with this request, the *Switzerland* and *Lancaster*, and shall be glad, if you conclude to send a gunboat, to be informed, that we may act in concert.

Very respectfully, etc.,

ALFRED W. ELLET,
Brigadier-General.

Letter from Captain Walke, U. S. Navy, to Brigadier-General Ellet, U. S. Army, regretting inability to send an ironclad with the rams.

U. S. S. LAFAYETTE,
Above Vicksburg, March 24, 1863.

GENERAL: I regret that I can not, under present circumstances, send or accompany the *Switzerland* and *Lancaster* to-night with an ironclad, as you propose; but with a hearty good will and sincere prayer for their success, I am,

Very respectfully, your obedient servant,

H. WATKES,
Captain, United States Navy.

Brigadier-General ALFRED W. ELLET.

Order of Brigadier-General Ellet, U. S. Army, to Colonel Ellet, U. S. Army, to report to Rear-Admiral Farragut with the rams Lancaster and Switzerland.

HEADQUARTERS MISSISSIPPI MARINE BRIGADE,
Flagship Autocrat, above Vicksburg, March 24, 1863.

COLONEL: You will proceed in command of the rams *Switzerland* and *Lancaster* to pass the batteries above Vicksburg to-night and report to Admiral Farragut below.

Take every precaution to prevent lights being seen on your boats during the passage down. Take only men enough to run the boats. Have the yawls on the starboard guards for instant use in case of necessity, and hang knotted ropes from either side to the water's edge, to which men could hang to avoid steam.

You will not, in the event that either boat is disabled, attempt, under fire of the batteries, to help her off with the other boat, but will run on down, it being of primary importance that one boat at least should get safely by.

The purpose for which you are sent below is to assist in keeping possession of the river between Vicksburg and Port Hudson, and cutting off the enemy's communication with and supplies from Red River and its tributaries, and to aid in repelling the rebel rams and cotton-clad steamers if they should attack Admiral Farragut's vessels. You will afford all the aid in your power to the military force which will attack Warrenton to-morrow. Report to me by every convenient opportunity.

Very respectfully,

A. W. ELLET,
Brigadier-General, Commanding.

Colonel CHARLES R. ELLET,
Commanding Ram Fleet.

Letter from Brigadier-General Ellet, U. S. Army, to Major-General Grant, announcing the immediate departure of two rams for cooperation against Warrenton.

HEADQUARTERS MISSISSIPPI MARINE BRIGADE,
Flagship Autocrat, March 24, 1863.

GENERAL: I am directed by General Ellet to inform you that he has arranged with Admiral Farragut to send two rams down to his assistance to-night. These vessels when safely below will, with the *Albatross*, according to an arrangement already made with the officer commanding the troops opposite Warrenton, convey the troops across to attack the batteries, while the flagship *Hartford* silences their guns; no small boats will, therefore, be needed for the purpose contemplated to-day.

Very respectfully,

W. D. CRANDALL,
Captain and Assistant Adjutant-General.

Major-General U. S. GRANT,
U. S. Volunteers.

Letter from Major-General Grant, U. S. Army, to Brigadier-General Ellet, U. S. Army, requesting the services of small boats.

BEFORE VICKSBURG, *March 24, 1863.*

SIR: I am just informed that to insure success of the enterprise against Warrenton, ten or twelve small boats will be required. May I request you to furnish that number? If it is intended to send a ram past Vicksburg to-night, they could be sent by her; if not, by sending them down the canal to-night to the lower canal, Colonel [Charles R.] Woods, who will command the expedition, and who is now here, will get them. I will see that these boats are returned.

U. S. GRANT.

Brigadier-General ELLET,
Commanding Marine Brigade.

[Telegram.]

NEAR VICKSBURG, MISS., *March 25, 1863.*
VIA CAIRO, ILL., *March 31.*

Two rams attempted to run the blockade this morning. One succeeded, in damaged condition. They were intended to strengthen Farragut. Porter is returning. Did not succeed in reaching the Yazoo.

U. S. GRANT,
Major-General.

Major-General H. W. HALLECK,
General in Chief.

Report of Captain Walke, U. S. Navy, announcing injuries to the rams in the passage of Vicksburg.

U. S. S. LAFAYETTE,
Above Vicksburg, March 25, 1863.

SIR: I received the enclosed letter* from General Ellet last evening, conveying the first intelligence of his intention to send the *Switzerland* and *Lancaster* below Vicksburg. I informed the general that I could not, under present circumstances, send or accompany the rams down the river, etc.

At daybreak this morning the rams started, and from all appearances ran safely past Vicksburg under the fire of all the rebel batteries.

But at 10 o'clock one of the crew from each of the rams came on board of the *Lafayette* and informed me that the *Lancaster* was struck at the water line by the rebel batteries and sunk near the lower end of our canal. All the officers and crew escaped unhurt in their small boats except the pilot, Mr. Kitson, who lost his leg, and two others wounded.

The *Switzerland* had her steam pipes shot away, scalding an engineer. Three contrabands and two of her crew were drowned. I understand she is now under the guns of the *Hartford* and will be repaired in about three days.

* See p. 16.

I am also informed that General Grant intended and may still send a force over the river to destroy a battery which the rebels are getting up between Vicksburg and Warrenton.

I am, very respectfully, your obedient servant,

H. WALKER,
Captain, U. S. Navy.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Letter from Brigadier-General Ellet, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy, promising to report with his command.

HEADQUARTERS MISSISSIPPI MARINE BRIGADE,
Flagship Autocrat, above Vicksburg, March 25, 1863.

ADMIRAL: I have the honor to acknowledge the receipt of your letter asking the strength of my command and assigning position for my vessels.

I would most respectfully report that owing to excessive exhaustion and over fatigue I feel unable to report in person this evening, but will do so in the morning on the point designated.

I will, as directed, move my command to the anchorage designated to-morrow, having a number of coal barges, etc., in tow that I can not leave without danger of loss to-night.

Very respectfully,

A. W. ELLET,
Brigadier-General, Commanding Mississippi Marine Brigade.

Acting Rear-Admiral DAVID D. PORTER,
Mississippi Squadron.

Report of Colonel Ellet, U. S. Army, commanding the rams *Switzerland* and *Lancaster* regarding the passage of Vicksburg.

U. S. STEAM RAM SWITZERLAND,
Below Vicksburg, March 25, 1863.

GENERAL: I have the honor to report to you that in compliance with your instructions I started before daybreak this morning with the rams *Switzerland* and *Lancaster* to pass the Vicksburg batteries. The short time which I was allowed for preparations, and the necessity of taking in large quantities of stores and provisions, delayed our departure until it was nearly light. The wind was extremely unfavorable, and notwithstanding the caution with which the boats put out into the middle of the stream, the puff of their escape pipes could be heard with fatal distinctness below. The flashing of the enemy's signal lights from battery to battery as we neared the city showed me that concealment was useless. The morning, too, was beginning to break, and I saw that if we were to pass at all, it was to be done at once. I ordered my pilots to give the *Switzerland* full headway, and we went round the point under 160 pounds of steam. The rebels opened fire at once, but the first fifteen or twenty shots were badly aimed. As we got nearer to the guns, however, the fire became both accurate and rapid. Shot after shot struck my boat, tearing everything to pieces before them. A few hundred yards behind us the *Lancaster*, under

command of Lieutenant-Colonel John A. Ellet, still steamed steadily down, but I could see the splinters fly from her at every discharge. When about three-quarters of a mile below the point, and full in front of the enemy's heaviest guns, a 10-inch shell plunged through the boiler deck of the *Switzerland* and into her center boiler. The explosion of steam which ensued was very severe, and was welcomed by the traitors with shouts of exultation. The engines stopped at once, and even the pilot house was filled to suffocation with the hot steam, but the pilots stood to their posts like men, and by my order kept her out in the stream, where she floated down with the current. The enemy never relaxed their fire, and the steam had scarcely cleared away from the *Switzerland* when I saw the *Lancaster* blown up. She commenced to sink rapidly, and in a few moments went down, bow foremost. I ordered the crew of the *Switzerland* into as secure a position as possible, and floated past the remaining batteries without any loss of life or material damage to the boat. A few moments after your arrival on board with Adjutant-General Crandall, and when opposite the mouth of the canal, Lieutenant-Colonel Ellet came alongside in a yawl, having rowed down to us through a fire of grape and shell to offer us any assistance in his power. He had previously set ashore his own crew and wounded men, and fired the upper works of his boat. When out of range the *Switzerland* was met by the *Albatross* and towed into shore.

I can not conclude this report without referring to the heroic conduct of the officers and crew of the *Switzerland*. No fear or lack of discipline was exhibited by any person on board, and although we were within a pistol shot of shore, not a man attempted to desert the boat or to leave his post without orders. Among those who especially distinguished themselves by their resolution and courage were Major John W. Lawrence, Pilot Alexander McKay, Lieutenant Edward C. Ellet, and Third Engineer Granville Roberts. This is the second time that the last three named officers have passed the batteries at Vicksburg. The damage to the *Switzerland's* boilers is considerable, but will be repaired in a few days by the machinists now on board. Her engines and hull are in good condition. Her loss comprises only 3 negroes badly scalded; 1 man on the *Lancaster* was drowned, another severely scalded, and Pilot T. W. L. Kitson lost a foot. The very limited loss of life on both boats is due to the extremely small number of men who were selected to run the boats through. The remainder of the crews was sent across by land.

I enclose Lieutenant-Colonel Ellet's report of the loss of the *Lancaster*.

Very respectfully,

CHARLES RIVERS ELLET,
Colonel, Commanding.

Brigadier-General A. W. ELLET,
Commanding Mississippi Marine Brigade.

Report of Lieutenant-Colonel Ellet, U. S. Army, commanding U. S. ram *Lancaster*, regarding the loss of that vessel.

HEADQUARTERS MISSISSIPPI MARINE BRIGADE,
Flagship Autocrat, above Vicksburg, March 25, 1863.

COLONEL: I have the honor to report that in obedience to your instructions I left my anchorage above the mouth of the canal at half

past 4 o'clock this morning on board the U. S. steam ram *Lancaster*, for the purpose of running the enemy's batteries at Vicksburg. The lights were all extinguished and every precaution taken to prevent giving any knowledge of our approach. I endeavored to conduct the movements of my vessel as silently as possible, allowing her to float part of the time, and occasionally righting her up by going ahead on the slow bell. Unfortunately, the escape of steam from her smokestacks was very loud. In addition to this, the night was clear, calm, and starlight, with a slight breeze setting from us directly toward the rebel batteries. From the character of the night and the warmth of our reception, I am led to believe that our very first movements were heard by the enemy. Keeping the distance of about 200 yards between my vessel and the *Switzerland*, I approached within about half a mile of the point of the peninsula very slowly, when the sudden flashes of signals along the whole line of the enemy's works gave unmistakable evidence that our movements were apprehended. I then ordered a full head of steam, expecting every moment to receive the enemy's fire. When within about 400 yards of the point of the peninsula the enemy opened upon me with a brisk fire from the upper batteries, but the shot fell wide of the mark.

Rounding the point I ordered the pilot to steer well to the starboard, to prevent following immediately in the wake of the *Switzerland*. When just abreast of the upper batteries the first shot struck my vessel, passing through both smokestacks. The fire continued almost incessantly, but without serious damage, for about five minutes after this time, when a heavy shot passed through the vessel immediately under the pilot house, carrying away the steps which led from the cabin into the pilot house, and wounding Mr. T. W. L. Kitson, steersman, whom I had placed at the foot of the steps to be in readiness to take the wheel should my other pilot be disabled. We were now just opposite the water batteries, and they poured a very active fire upon us, striking the vessel in every part but a vital one. At this time I entertained the most sanguine expectations of getting my vessel past in safety; this thought, however, was speedily dispelled by a heavy shot which exploded the steam drum and enveloped the entire vessel in a terrible cloud of steam, driving the engineers and firemen from their posts and compelling every one upon the lower and gun deck to seek the bow of the boat outside of the wooden bulkhead, where a friendly breeze shielded them from the excruciating tortures of the hot steam. About this time a heavy plunging shot struck her in the frailest part of her stern, passing longitudinally through her and piercing the hull in the center near the bow, causing an enormous leak in the vessel. The pilot, Mr. Andrew J. Dennis, remained at the wheel, giving direction to the helpless vessel, until the wheel was demolished by a shot, from the effects of which he miraculously escaped. He reported the damage to me, and I sent him below to control the tiller ropes by hand, and then went down myself to ascertain the condition of the hull. I found her sinking very fast, and partly turned around by an eddy, so that her starboard side was subjected to the hottest fire. I therefore ordered the two yawls to be brought from the starboard side to the larboard quarter of the bow, where the hull of the vessel afforded them the greatest protection, and then ordered my men to take to their boats, first providing for the wounded and scalded.

The water was by this time running over the decks, and I found it would be impossible to secure her to the shore. I therefore set her upper works on fire by discharging my pistols into the cotton.

This was superfluous, however, for in a few minutes afterward she plunged into the flood bow foremost.

I had an abundance of room in my two yawls for every soul on board, but unfortunately some of my men attempted to swim ashore. In so doing, Orderly Sergeant William McDonald was drowned. While in our yawls making our escape from the sinking wreck, we were subjected to a galling fire of shot and shell. As soon as the yawls reached the shore the men sought shelter in the neighboring woods. I expressed my determination to go to the *Switzerland*, and two faithful negroes rowed me to her.

The recapitulation of the casualties is as follows: Mr. Brown, chief engineer, slightly scalded; George Zimmerman, deck hand, very badly scalded; T. W. L. Kitson, steersman, lost a foot; Sergeant William H. McDonald, drowned.

My officers, soldiers, and boatmen behaved with the utmost coolness and courage. There are some instances of heroic daring which deserve special mention. Among these were George W. Lindsey, first master; Henry S. Brown, chief engineer; Andrew J. Dennis, pilot; T. W. L. Kitson, steersman; George W. Andrews, carpenter; Samuel Weaver, engineer. The two latter gentlemen passed the Vicksburg batteries on a former occasion on board the *Queen of the West*. It is extremely difficult to designate individuals when all did so nobly without doing injustice; but these men came under my own personal observation and challenged my admiration by their great gallantry.

I am, colonel, very respectfully, your obedient servant,

JOHN A. ELLET,

Lieutenant-Colonel, Commanding Lancaster.

Colonel CHARLES R. ELLET,

Commanding Ram Fleet.

Report of Acting Rear-Admiral Porter, U. S. Navy, regarding the disaster to the U. S. rams *Switzerland* and *Lancaster*.

MISSISSIPPI SQUADRON,

Yazoo River, March 26, 1863.

SIR: During my absence on an expedition into the enemy's country General Ellet, at the request of Admiral Farragut, sent the rams *Switzerland* and *Lancaster* to run the batteries at Vicksburg.

The *Lancaster* was sunk and the *Switzerland* was disabled. These vessels were not at all prepared for so hazardous an adventure, nor at all suited for any service that will take them any distance from a machine shop.

I send you a letter from General Ellet on the subject, in answer to one from me.

I have the honor to be, very respectfully,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Hon. GIDEON WELLES,

Secretary of Navy, Washington.

[Enclosures.]

U. S. MISSISSIPPI SQUADRON,
Yazoo River, March 25, 1863.

GENERAL: Will you please inform me by what authority you sent the rams *Lancaster* and *Switzerland* past the batteries at Vicksburg, in open day, and without taking any precautions to guard their hulls?

One of these vessels has, in consequence, been sunk, and the other damaged extensively, which might very well have been expected under the circumstances.

You will also inform me who were the commanders of those vessels, and all the circumstances attending the unfortunate affair.

Very respectfully, etc.,

[DAVID D. PORTER],
Acting Rear-Admiral, Commanding Mississippi Squadron.
Brigadier-General A. W. ELLET,
Commanding Marine Brigade, Mississippi Squadron.

HEADQUARTERS MISSISSIPPI MARINE BRIGADE,
Flagship Autocrat, above Vicksburg, March 25, 1863.

ADMIRAL: In compliance with your instructions, I would respectfully report that the *Switzerland* and *Lancaster* were sent past the batteries of Vicksburg by my order this morning, in consequence of receiving an urgent request from Admiral Farragut for their assistance to aid him in keeping the river open from Vicksburg to Port Hudson, and in destroying the enemy's communication from Red River, and also for the purpose of passing troops over the river to Warrenton to aid in the destruction of the formidable batteries now being constructed at that point.

The boats started before daylight. You have been misinformed of the passage being made in open day. It is true that in consequence of the injury that the boats sustained they did not get past before the sun had risen, yet if they had not been injured and obliged to float they would have made the passage before it was fully light.

The *Lancaster*, I regret to say, is a total loss; her boilers were exploded, and, being a very rotten boat, she went to pieces and sunk immediately. She was commanded by Lieutenant-Colonel John A. Ellet.

The *Switzerland* was commanded by Colonel Charles R. Ellet in person, who also commanded the expedition. She received a number of shots, but, being a stronger boat, was not much injured. Her boiler was exploded by a plunging shot; in other respects the damage was not material. She will be repaired in a few days, and is in a position where I trust she may be able to redeem whatever of mishap has attended the passage of the Vicksburg batteries.

I have the honor to be, etc., very respectfully,

ALFRED W. ELLET,
Brigadier-General, Commanding Mississippi Marine Brigade.
Acting Rear-Admiral DAVID D. PORTER,
Mississippi Squadron.

Letter from Rear-Admiral Farragut, U. S. Navy, to Acting Rear-Admiral Porter, U. S. Navy,
in defense of Brigadier-General Ellet, U. S. Army

FLAGSHIP HARTFORD,

Below Vicksburg, March 25, 1863.

DEAR ADMIRAL: I find myself in a most awkward predicament, being here with only my ship and the little *Albatross* as a tender, perfectly unable to do anything but go up and down the river, or, what is of much more importance, blockade the mouth of Red River for a limited period. I have expressed the desire to you to have an ironclad, one, at least, and two rams, to assist me in this matter, and I now repeat it, so that when it becomes absolutely necessary for me to go down the river to replenish my provisions and resume my duties in command of the blockading squadron, that I may do so without reopening the Red River trade. There is nothing below or in Red River that could successfully compete with an ironclad and two rams. General Ellet called on me to know if I desired two of his rams. I replied to him that I needed such vessels and would be very much gratified to have them, but would not interfere with Admiral Porter. I understood his boats to be a component part of your fleet. He said all he desired was to know if I considered it to the benefit of the country and of the cause to have them below Vicksburg, to which I replied "Certainly," and he said that was all he desired to know, and that he should run two down in the night. I told him although I was very anxious for the force I had asked of you, and was ignorant of your relative positions, I feared he was wrong in doing so, although it might be done with safety during the darkness of the night, which he said he would avail himself of. I had made an arrangement with General Grant, and more particularly with Colonel Woods, of the Seventy-sixth Ohio Volunteers, to convey a party to Warrenton and cover their attack at that place for the purpose of breaking up a casemated battery the enemy had built there, which General Ellet proposed that his two rams could carry over, while we attacked the batteries when they should arrive below. All these arrangements were made, the troops ready for embarkation, the night serene and beautiful, so much so that I sincerely hoped the general would not think of sending his vessels down. And just as I had come to that conclusion, between half past 5 and 6 in the morning, I heard the batteries open. I felt that all was lost unless by the merest accident. My fears were realized; the *Lancaster* was totally destroyed; the *Switzerland* had two shots in her boilers, otherwise not materially injured. My engineer says her boilers can be repaired in a week. Not a man killed; two or three unfortunate negroes were badly scalded, some of whom may die. It was a wonderful escape for the crew.

I write this letter for two purposes—first, to exonerate myself from any charge of a disposition to interfere with your command, and, secondly, with a hope to excuse General Ellet from any feeling to do that which he thought would be disagreeable to you; but, on the contrary, all who surrounded him at the time thought, and so expressed themselves, that it would be in accordance with your wishes if you were present.

In conclusion, I beg to state that I shall now return to the mouth of Red River, which I consider the limit of my jurisdiction under my old orders, but which will be curtailed to below Port Hudson, once I pass

that place, until it is captured by our forces. On my arrival below I shall endeavor to communicate with General Banks across the isthmus opposite Port Hudson, when he will have a full understanding of General Grant's views as to an attack on that place above and below.

Very truly,

D. G. FARRAGUT.

Acting Rear-Admiral D. D. PORTER,
Commanding Western Flotilla.

Letter from Rear-Admiral Farragut, U. S. Navy, to Acting Rear-Admiral Porter, U. S. Navy, referring to expected reinforcements for operations against Warrenton and blockading of Red River.

FLAGSHIP HARTFORD,
Below Vicksburg, March 25, 1863.

DEAR ADMIRAL: Since my last letter I have received your last letter by my secretary, Mr. Gabaudan, and am delighted to find that our ideas agree so well on the subject of the blockade of Red River, but you say nothing of the ironclads and rams to assist me in that operation when I shall be compelled to leave them and make my way down to New Orleans. I was in hopes that you would have been here in time and sent me an ironclad down to assist in demolishing this case-mated battery at Warrenton unless a force is landed and captures it, a thing I think easily accomplished at present, as the town is surrounded by water and assistance except by infantry is not easily obtained.

My isolated position requires that I should be more careful of my ship than I would like to be if I had my fleet with me, as I can not get to a machine shop or obtain the most ordinary appliances for repairs without fighting my way to them. I deeply regret the rashness of General Ellet in sending his boats past the batteries in broad daylight, as it afforded the enemy nothing but target practice. You say truly that I have had some disasters in my own fleet similar to those of the *Indianola*. I consider the Galveston affair the greatest blow that the Navy has sustained during the war. It has emboldened our enemies to undertake anything, and in many cases demoralized our own people. We are pretty well prepared for their boarding.

Wishing you every success in your different undertakings,

Your obedient servant,

D. G. FARRAGUT.

[Rear-Admiral D. D. PORTER.]

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Grant, U. S. Army, referring to operations against Warrenton.

FLAGSHIP HARTFORD, *March 25, 1863.*

DEAR GENERAL: I have this moment received your kind note, and, like yourself, deeply regret the failure of the rams to reach me in order. I blame myself very much for not insisting on General Ellet's waiting for a dark night. I was so much afraid of their impetuosity that it deprived me of sleep all night, but I never for a moment supposed that he would come down in the daytime. The *Switzerland* is

not much injured. My engineers inform me her boilers can be repaired in four days, but unless she goes below Warrenton to make her repairs she will be blockaded, so as to have to run it in the night, as the enemy is working very industriously to mount heavy guns. I have shelled them three or four times very heavily, but with very slight effect, as they lie down until we are finished and then get up and work industriously again. My isolated position renders it necessary that I should be very careful of my ship, and hence I shall drop down below the town until I know the result of your determination on the subject of attacking it. My idea was to have landed your men in the *Switzerland* and covered the landing with my ship. I hear they have reinforced their garrison some 200 men to-day. I do not know the difficulties of overcoming the rifle pits as those who have to face them.

I regret exceedingly, general, that the only time I have felt the time at my disposal I was too unwell to take the trip up to see you, but I would have been delighted to see you on board at any time, and hope yet to have the pleasure of meeting you in this part of the world. I feel, however, that every hour that I am absent from Red River is a serious loss to our country and our cause. Permit me to repeat my sincere thanks for your kindness in affording me every facility in your power since my arrival here.

Wishing you every success in all your undertakings, I remain,

Very truly, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

General U. S. GRANT.

Letter from Major-General Grant, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, regarding operations against Warrenton.

MARCH 26, 1863.

DEAR ADMIRAL: Your note of yesterday is just received. In regard to attacking Warrenton, I do not know what now to say.

When I first learned that twelve to fifteen yawls would be required, I called on General Ellet for them. The general being over to see you, no reply was received (except from his adjutant-general, that he thought they had that number) until the general's return in the evening, when he informed me that it was arranged for the rams and *Hartford* to transport the troops. No small boats would be required.

After learning again that small boats would be required, I again called on General Ellet for them and only learned after dark, that, after his losses of these vessels with the rams, he could not furnish them. I then sent for the boats belonging to the transport fleet, and found that not more than two could be got. By this time so much of the night was consumed that I could not call upon the navy with any prospect of getting them through in time to be used this morning.

About 9 o'clock last night I learned that a force of apparently about 1,500 men left Vicksburg in the direction of Warrenton. I communicated this fact to Colonel [Charles R.] Woods, and left it for you and himself, who would probably have better means of knowing the destination of these troops, to judge what course was best to pursue. With a little lower stage of water I would endeavor to occupy New Carthage.

This occupied, and one gunboat from this fleet below the city, the enemy could be kept out of Warrenton, and also from taking supplies from a rich country that can be reached through bayous with flatboats on this side of the river.

I see by Southern papers received yesterday that Vicksburg must depend upon Louisiana or west of the Mississippi for supplies. Holding Red River from them is a great step in the direction of preventing this. But it will not entirely accomplish the object. New Carthage should be held, and it seems to me that in addition we should have vessels sufficient below to patrol the whole river from Warrenton to the Red River. I will have a consultation with Admiral Porter on this subject. I am happy to say the admiral and myself have never yet disagreed upon any policy.

I am looking for a mail in to-day, and should one arrive with later date of papers than you have already been furnished, I will send them over.

I am, admiral, very truly, yours,

U. S. GRANT,
Major-General.

Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

Letter from Rear-Admiral Farragut, U. S. Navy, to Acting Rear-Admiral Porter, U. S. Navy, regarding assistance in blockading Red River.

BIGGS' PLANTATION,
March 26, 1863—11 a. m.

DEAR ADMIRAL: As I have nothing now to detain me except the desire to ascertain what assistance you can afford me in the blockade of Red River, I beg that you will communicate to me as soon as you can your decision.

The engineers say they can have the boilers and machinery of the ram *Switzerland* repaired in three or four days, and if you conclude to allow her to accompany me down the river I will drop down at once to the *Indianola* and set your man at work and afford him every assistance in my power in effecting her destruction. I think, however, that can be easily accomplished.

As I have already said to you, I think it will require at least one or two ironclads to blockade the Red River effectually when I shall be compelled to leave for want of coal and provisions.

I was on my way up to visit General Grant (not knowing, however, that you had returned until I reached this point and should have been agreeably disappointed in seeing you), but I find it too fatiguing to go farther.

Wishing you and your command every possible success, and hoping to hear from you very soon, so that I may drop down below Warrenton battery,

I am, very truly, yours,

D. G. FARRAGUT,
Rear-Admiral.

Admiral D. D. PORTER,
Commanding, etc., above Vicksburg.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Rear-Admiral Farragut, U. S. Navy, referring to the guns of the late U. S. S. *Indianola*.

U. S. MISSISSIPPI SQUADRON, *March 26, 1863.*

MY DEAR ADMIRAL: I send down to-night a barge with the provisions required for the *Hartford* and the other steamers. It will leave here as the moon goes down, and no doubt will go safely. If it does not, and the rebels get it, they will have a jollification. They have not seen a piece of salt pork for months.

I intended to get over to see you, but General Grant says that it is a very long walk. I have been so much confined to the ship since I have been here that I have almost lost the use of my legs. All my time is spent at my desk, and I get no exercise, which does not agree with me. My trip up the river has been of great service to me, and I feel like a new man. I wish we had the opportunity to move about more, but the rebels are up to all our dodges. They are a wide-awake set of fellows. That man Acklin says that the rebels have the guns of the *Indianola* mounted at Red River. Can not you ascertain whether this is so or not? She had two XI-inch guns in her casemate and two IX-inch aft. They could easily be recovered, if they are still on board. Your ship could hoist out the IX-inch, and, by blowing up the casemate, drag out the XI-inch. If left there, they will have them certainly. I have a diver here who will find out all about it, if you like. Mr. Kroehl is not ready to blow up the *Indianola*. He wanted so many things to do it with that I told him to let it alone. Please remember me to Jenkins and Palmer. When you come up again, I have room for all hands to come and stay a day or two and enjoy the good things of life, of which I keep a stock on hand. I hope they will be serviceable.

Your son got over here safe, and I took him in. I expect he will give you an amusing account of my *ménage*. The first evening he came we had eight dogs in the cabin. I have to resort to all kinds of things for amusement. Loyall was quite at home on mush and cream and fresh butter, all of which we have in abundance.

Kind regards to all friends, and believe me

Yours, truly and sincerely,

DAVID D. PORTER.

[Admiral D. G. FARRAGUT.]

I have written to the honorable Secretary explaining how it was that the ram *Lancaster* was lost. She was a miserable concern, and would not have been of the slightest use to you—all worn-out.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Rear-Admiral Farragut, U. S. Navy, regarding general matters.

U. S. MISSISSIPPI SQUADRON,
Yazoo River, March 26, 1863.

MY DEAR ADMIRAL: Yours of the 26th, at Biggs' plantation, has been received. I should have made an effort to get down to see you (and hope to do so still), but I thought that you had dropped below Warrenton. I came back and found a great many things to do—many letters from the Secretary requiring immediate answers. General Ellet, with his new brigade, also belongs to my command, and I have been occupied all the morning with him.

In relation to the *Switzerland*, keep her with you, but please make the commander understand that she is under your command, or he will go off on a cruise somewhere before you know it, and then get the ship into trouble. She is a very formidable ship as a ram, but I would never expect to see her again if she got out of your sight. With her and the *Albatross* you can defy all the vessels the rebels have.

The great object is to cut off supplies. For that reason I sent down the *Queen of the West* and *Indianola*. I got them past the batteries without a hurt, as I would have done with the *Lancaster* and *Switzerland*, had I been here.

I would with great pleasure give you one or two ironclads, but I have none that is fit for service just now, and the fight at Haynes' Bluff must come off soon. The *Queen of the West* or the *Webb* would walk right through these ironclads, while a ram would keep them in check. They say the rebels have the *Indianola's* guns. Can you ascertain if such is the fact? At low water the whole thing will be exposed. It will be an object for you to remain at Red River as long as possible, and I hope you will do so. It is death to these people; they get all their grub from there.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Rear-Admiral D. G. FARRAGUT,

Commanding Western Gulf Blockading Squadron.

Report of Brigadier-General Ellet, U. S. Army, transmitting reports regarding the passage of Vicksburg by the U. S. rams *Switzerland* and *Lancaster*.

HEADQUARTERS MISSISSIPPI MARINE BRIGADE,

Flagship Autocrat, above Vicksburg, March 26, 1863.

SIR: I have the honor to report that on yesterday in response to a request made by Admiral Farragut for two rams to aid him in maintaining possession of the Mississippi River between Vicksburg and Port Hudson, and to destroy the enemy's communications from Red River, I ordered the *Switzerland* and *Lancaster*, the latter in command of Lieutenant-Colonel John A. Ellet, the former commanded by Major John [W.] Lawrence, the expedition being under the command of Colonel Charles Rivers Ellet, who was on the *Switzerland* in person, to pass the batteries and join Admiral Farragut below. I regret to say that in the performance of this order the *Lancaster* was blown up and totally destroyed by the terrible fire from the enemy's batteries. The *Switzerland* also received a X-inch shell in her boilers when opposite the center of the enemy's line of defenses, totally disabling her; she floated past and finally escaped without more serious injury. I have now on board a large force of mechanics who will have her repaired and in a few days again ready for efficient service. I enclose a copy of the letter received from Admiral Farragut, which, taken in connection with my own knowledge of the great importance of the interest involved, induced me to undertake the enterprise.

I deem it proper in this report to call your special attention to the great gallantry displayed by the officers and men composing the crews of these vessels under circumstances of the most imminent peril.

When I arrived on board the *Switzerland*, which I did in company with Captain W. D. Crandall, assistant adjutant-general, as soon as I discovered that she was disabled, I found perfect order prevailing. Although the shot was still falling fast, not a man showed the slightest trepidation; and a proud determination was expressed never to lower the tattered remnant of a flag yet flying, which had been run up by their colonel's own hand, in reply to the enemy's wild clamor when they supposed that his boat was destroyed by seeing the escape of steam. Of Lieutenant-Colonel John A. Ellet I must make special mention, who, after saving his own crew from the sunken *Lancaster*, was pulled in an open yawl by two negroes through a terrible fire of shell and grape for a distance of nearly 2 miles, to offer his assistance to the crew of the disabled *Switzerland*.

I enclose the separate report of Colonel Charles Rivers Ellet and Lieutenant-Colonel John A. Ellet.

Very respectfully,
Hon. EDWIN M. STANTON,
Secretary of War.

[A. W. ELLET.]

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Colonel Ellet, U. S. Army, to report for orders to Rear-Admiral Farragut, U. S. Navy.

U. S. MISSISSIPPI SQUADRON,
Yazoo River, March 27, 1863.

SIR: You will report yourself to Admiral Farragut, and until further orders act under his command. As you may not be familiar with the rules of the Navy, I hereby inform you that you must do nothing, no matter how trifling, without the order or permission of Admiral Farragut, to whom you will present this order.

Respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Colonel JOHN A. ELLET,
Commanding Ram Switzerland.

Order of Acting Rear-Admiral Porter, U. S. Navy, to Lieutenant-Colonel Ellet, U. S. Army, commanding U. S. ram *Switzerland*.

U. S. MISSISSIPPI SQUADRON, *March 28, 1863.*

SIR: When your vessel is ready for service you will proceed to join Admiral Farragut, but be particular that the batteries at Warrenton are passed at night when the moon is down.

I consider that the loss of the *Lancaster* was owing to proper precaution not having been taken in this respect, and where the object in view was not properly considered. If the admiral and *Albatross* have passed out of sight, you will move down within 5 miles of Grand Gulf and pass that place at night, joining Admiral Farragut at Red River.

You will comply with these instructions to the letter.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Acting Rear-Admiral, Commanding Mississippi Squadron.

Lieutenant-Colonel JOHN A. ELLET,
Commanding Ram Switzerland.

Order of Brigadier-General Ellet, U. S. Army, to Lieutenant-Colonel Ellet, U. S. Army, to assume command of the U. S. ram *Switzerland* and report to Rear-Admiral Farragut.

HEADQUARTERS MISSISSIPPI MARINE BRIGADE,
Flagship Autocrat, above Vicksburg, March 28, 1863.

COLONEL: You will proceed on board the ram *Switzerland*, now lying below the Vicksburg batteries, and assume command of that boat. You will hurry the work of repairing the boat now progressing, and when ready for duty, will report to Admiral Farragut, on flagship *Hartford*, and during your stay below Vicksburg will receive orders from him and cooperate with him to the best of your ability to attain the object for which your boat was sent past the batteries, which was to destroy the enemy's communication from Red River and cut off his supplies and keep possession of the river between Vicksburg and Port Hudson. You will institute a most rigorous discipline, keeping at all times, both day and night, a competent and efficient watch to avoid being surprised. You will in all cases endeavor to find such a place for lying up that an enemy can not approach your boat without passing through deep water, and never upon any account permit your steam to get so low that your boat can not be handled. In all other matters you must use your own good judgment, and I have full confidence to believe that I shall hear a good account of you.

Very respectfully, your obedient servant,

ALFRED W. ELLET,
Brigadier-General, Commanding Mississippi Marine Brigade.

Report of Lieutenant-Colonel Ellet, U. S. Army, acknowledging receipt of orders.

HEADQUARTERS MISSISSIPPI MARINE BRIGADE,
Flagship Autocrat, March 28, 1863.

ADMIRAL: Your communication bearing date March 28, giving me instructions in regard to my operations down the river, has been received.

I immediately referred them to Brigadier-General Alfred W. Ellet in accordance with a general order of the command now in force, which I enclose.

Very respectfully, your obedient servant,

JOHN A. ELLET,
Lieutenant-Colonel, Commanding Ram Fleet.

Acting Rear-Admiral DAVID D. PORTER,
Above Vicksburg.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Brigadier-General Ellet, U. S. Army, charging disrespect.

U. S. MISSISSIPPI SQUADRON,
Yazoo River, March 31, 1863.

GENERAL: I have received a communication from Lieutenant-Colonel John A. Ellet in relation to certain instructions I gave him about his operations down the Mississippi River. It appears that his communication was forwarded to me by you, which I consider disrespectful. I have ordered the arrest of Lieutenant-Colonel John A. Ellet and shall have him tried by court-martial.

It should be known to you that any order I give to any vessel of the Marine Brigade should be promptly obeyed. I do not recognize your authority to give any orders relating to the management of the ram fleet or the brigade without orders from me. The answer to my communication by Lieutenant-Colonel John Ellet is evidently an attempt to disregard my authority, and I shall meet it, as I do all cases of insubordination, with that promptness necessary to keep up proper discipline.

I should like to see your answer to Lieutenant-Colonel John Ellet.

Very respectfully,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Brigadier-General A. W. ELLET,

Commanding Marine Brigade, Mississippi Squadron.

Letter from Brigadier-General Ellet, U. S. Army, to Acting Rear-Admiral Porter, U. S. Navy, assuming responsibility for the course of his subordinate officer.

HEADQUARTERS MISSISSIPPI MARINE BRIGADE,
Flagship Autocrat, off Young's Point, April 1, 1863.

ADMIRAL: I have the honor to acknowledge the receipt of your communication of the 31st of March, informing me that you had ordered the arrest of one of my officers, Lieutenant-Colonel John A. Ellet, for obedience to my orders. Permit me to say, Admiral, that I assume all the responsibility attached to Lieutenant-Colonel Ellet's course, who acted under a general order emanating from these headquarters to the effect that no officer of the Mississippi Marine Brigade should move a vessel of this command without first obtaining the sanction of the general commanding or, in his absence, of the highest officer present. Permit me further to state that while I retain command of the brigade no subordinate officer will be permitted to execute any order not transmitted through the proper military channel.

Very respectfully, your obedient servant,

ALFRED W. ELLET,

Brigadier-General, Commanding Mississippi Marine Brigade.

Acting Rear-Admiral DAVID D. PORTER,

Mississippi Squadron.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Brigadier-General Ellet, U. S. Army, requesting an interview.

U. S. MISSISSIPPI SQUADRON, *April 2, 1863.*

SIR: Will you please come on board the flagship? I wish to confer with you.

Very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

Brigadier-General A. W. ELLET,

Commanding Marine Brigade, Mississippi Squadron.

Letter from Rear-Admiral Farragut, U. S. Navy, to Acting Rear-Admiral Porter, U. S. Navy, regarding the guns of the late U. S. S. *Indianola*.

U. S. FLAGSHIP HARTFORD,
Below Vicksburg, March 27, 1863.

MY DEAR ADMIRAL: I have this moment received your letter stating that the provisions will be down to-night. I hope they will come safely.

I will look for the guns of the *Indianola*. Acklin said they got two of them; one was thrown overboard, one burst at the muzzle, and the two saved were sent to Alexandria. I doubt this last, but I will look to it. I am glad Kroehl has given it up. I think we can do the work well enough with barrels of powder. I hope she will slide off into deep water and disappear. I do not see how the rebels managed to get the guns off of her. Palmer and Jenkins are well and send their regards to you. I am greatly obliged to you for your kind offer to stay with you when I come up again, but I think this is my last trip up the river.

My mental work has nearly worn me out. I think if I get down safely I will ask to be relieved.

I am greatly obliged to you for your kindness to my son. I think you will find him a fine boy, although an only son. The enemy is working so hard at Warrenton to block you up that I think I shall go down to-night, but I still trust that you will send a force sufficient to blockade Red River before I am compelled to leave.

Wishing you every success in your work and a confirmation of rank, I remain,

Very truly, your friend,

D. G. FARRAGUT,
Rear-Admiral.

Rear-Admiral D. D. PORTER,
Commanding Mississippi Flotilla, above Vicksburg.

The *Albatross* will be on the lookout for the lighter of provisions.
D. G. F.

Letter from Rear-Admiral Farragut, U. S. Navy, to Acting Rear-Admiral Porter, U. S. Navy, urging the need of additional force for holding Red River.

U. S. FLAGSHIP HARTFORD,
Below Vicksburg, Miss., March 27, 1863.

MY DEAR ADMIRAL: I received last evening your letter in reply to mine of yesterday from Biggs' farm.

Although I am much obliged to you for the *Switzerland*, as she can be of great service to me if she succeeds in passing the batteries at Warrenton and Grand Gulf, still I regret exceedingly that you can not let me have two ironclads.

You misunderstood my object if you supposed that I wanted these vessels for our greater security; for whatever may be the fact, I assure you that I have not the slightest apprehension of all the forces of the enemy that I know of in this river and in its tributaries. My desire was to make you fully comprehend my isolated position, separated from one of the most extensive commands on our seacoast, without the

ability of communicating with them except by fighting my way back, to do which I shall have to abandon the blockade of Red River, which, like yourself, I deem the most important point at present; still my time is limited, and I do not wish to leave Red River until you can supply a force adequate to the blockade which I have asked for. If this can be done in a month or six weeks I shall hope to maintain the blockade during that period, and will try to open a communication with General Banks across the point opposite Port Hudson.

I should have been very much gratified to have seen and talked these matters over with you as I did with General Grant yesterday; he may be able to give you our views then entertained. I see that general's great difficulty in acting below Vicksburg is the want of transportation, which, whenever he can obtain, Grand Gulf should be occupied, as their 30-pounder Parrott are quite an annoyance. They appear to be fortifying Warrenton either for the purpose of destroying our vessels or in anticipation of an attack; I shall therefore drop down this evening or to-night, as I must not expose my ship more than is necessary.

With a strong hope that you will yet be able to furnish the force I ask in time for holding Red River,

I remain, very truly, your friend and obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Acting Rear-Admiral D. D. PORTER,
Commanding U. S. Mississippi Squadron.

Order of Rear-Admiral Farragut, U. S. Navy, to Colonel Charles Ellet, U. S. Army, commanding U. S. ram *Switzerland*.

BELOW VICKSBURG, MISS., *March 27, [1863].*

I have received a letter from Acting Rear-Admiral D. D. Porter, placing you and your vessel under my command for the present. I wish, therefore, that you will fill her up with coal, and as soon as your repairs are made come down to the *Indianola*, a little below New Carthage, and join me. I shall wait there a day or two in order to destroy that vessel. You will pass the batteries at Warrenton in the night, so as to bring your vessel down in good order.

I shall probably drop down to-night.

Very respectfully, your obedient servant,

[D. G. FARRAGUT,]
Rear-Admiral.

Colonel CHARLES ELLET,
Commanding U. S. Ram Switzerland.

Report of Rear-Admiral Farragut, U. S. Navy, referring to the necessity of reducing the Warrenton batteries.

U. S. FLAGSHIP HARTFORD,
Below Vicksburg, Miss., March 27, 1863.

SIR: Upon my arrival here I had the honor to address you a lengthy communication in relation to my passage up this river. My object, as I then stated, was to communicate with General Grant and Admiral Porter, and to apply to the latter for an adequate force—i. e., two ironclads and two rams to blockade Red River, which would leave me at

liberty to avail myself of the earliest opportunity to return to New Orleans and assume the command of my squadron, from which I am now entirely separated.

The absence of Admiral Porter up the Yazoo prevented my communicating with him and receiving his final answer until last night, when he informed me that he could at present only spare me the ram *Switzerland*, which had been sent down by General Ellet, together with another, called the *Lancaster*, two days ago, for the purpose of making an attack upon Warrenton and assisting me in the blockade of Red River. General Ellet, however, from an excess of zeal, sent his vessels down in open daylight, in consequence of which one was totally destroyed and the other, the *Switzerland*, seriously damaged, but she will be ready for service in a day or two, and will accompany me down to Red River, which place I hope to blockade and cut off the enemy's supplies to Vicksburg and Port Hudson until Admiral Porter sends me an adequate force to perform that duty, when I shall endeavor to run by the batteries at Port Hudson and rejoin my command.

I have obtained from General Grant and Admiral Porter a full supply of coal to last me, with great economy, a month or six weeks.

The enemy have now made their fortifications at Warrenton so formidable that it is hazardous for the vessels to pass up by that place to obtain their supplies, and until those batteries are reduced the chance of getting supplies from this end of the line, as well as from the other, will be very precarious; although they floated me a coal barge down past Vicksburg with perfect success, and by choosing dark nights they may succeed frequently still, notwithstanding that this fortification at Warrenton increases the distance some 5 or 6 miles.

I have attacked the Warrenton batteries some three different times since I have been here, and although my ship and boats have suffered much, I have lost no lives, nor had any wounded, but as the enemy has had two or three days to prepare in, my passage down may not be so successful.

I have urged upon Admiral Porter the necessity of sending me the force which I have requested at as early a day as possible, as, when the time arrives, I shall be compelled to quit Red River and take my chances for New Orleans.

All of which is respectfully submitted by,

Your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Endorsement.]

Porter should send boats below.

W[ELLES].

Report of the secretary of Rear-Admiral Farragut, U. S. Navy, covering operations from March 27 to April 7, 1863.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, April 13, 1863.

SIR: On the morning of the 27th, about daybreak, the admiral, in the *Hartford*, engaged the batteries at Warrenton, 3 miles below

Vicksburg, and passed below it. On the morning of the 29th, before daylight, the *Albatross*, having taken in a full supply of provisions from a barge which had been floated down the previous morning by Admiral Porter, also passed the Warrenton battery and anchored near the flagship. It was blowing quite heavily from the north, and on the morning of the 29th, about 1 a. m., the wharf boat *Vicksburg* having broken adrift from her moorings at the city, floated down and ran ashore opposite to where the *Hartford* and *Albatross* were anchored. During the day (29th) an officer was sent on board of the *Vicksburg*, but found that her machinery had all been removed, and she had nothing on board save four muskets and accouterments, which probably belonged to the guard. While the admiral was hesitating as to the propriety of retaining her as a wharf boat, or rather depot, the rebels came down and (on the night of the 30th) burned her.

The *Switzerland*, *Hartford*, and *Albatross* being all filled up with coal and provisions floated down by General Grant and Admiral Porter in barges, the damages to the *Switzerland* being fully repaired, that vessel passed Warrenton on the morning of the 31st, and at daylight the little squadron got underway and proceeded down the river to a Mr. Turner's plantation, where, on our passage up, we had seen the wreck of the *Indianola*. We found no traces of the wreck, but learned that it had slid off into deep water during the late gale. We anchored at this place and remained until about 6:30 p. m., when we got underway, proceeded down, and engaged the battery at Grand Gulf. This battery consisted of some two or three heavy guns sent down from Vicksburg. One of these guns was mounted upon a steamer which had been concealed up the Big Black River. The enemy also had a light field battery. They struck the *Switzerland* twice, doing no damage, however; the *Albatross* was not struck at all. The *Hartford* was struck only once, but this shot struck an iron hammock stanchion, threw a fragment of it forward nearly half the length of the ship, and killed ——— Jones, landsman; this was our only casualty.

We passed this battery in about fifteen minutes and anchored below Grand Gulf for the night.

At daylight on the 1st instant got underway, proceeded to the mouth of Red River, where we anchored about sundown, destroying in our passage down a large number of skiffs and flatboats.

We remained blockading Red River at its mouth until the morning of the 6th instant, when we got underway at about 4:30 a. m. and proceeded down to Bayou Sara, where we stopped, seized upon and threw into the river about 10,000 sacks of corn, and then proceeded on our way to Port Hudson, where we anchored about 5 miles above the batteries at 3 p. m. on the 6th.

On the evening of the 7th, at 8:15 p. m., I left the *Hartford*, and boarded the *Richmond*, off Baton Rouge, about 2 a. m. on the 8th instant.

The health of the squadron above is good.

Very respectfully submitted, your obedient servant,

E. C. GABAUDAN,
Rear-Admiral's Secretary.

Commodore H. W. MORRIS,

Commanding Lower Division of West Gulf Blockdy. Squadron.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Rear-Admiral Farragut, U. S. Navy, regarding general affairs.

U. S. MISSISSIPPI SQUADRON,
Yazoo River, March 28, 1863.

MY DEAR ADMIRAL: You misunderstood the purport of my letter.* I never supposed for a moment that you wanted the ironclads for your own security, for the *Hartford* could whip all the rebel navy in these waters. I only spoke of the greater efficiency of the *Switzerland*. I have here only five ironclads that can stem the current—not mentioning the *Lafayette*, which I had brought down here to have her completed. She will not be fit for service for a time to come.

If you could see the five ironclads that have just returned from the most remarkable expedition vessels ever started on, you would not think them very suitable for running any distance. They are almost to pieces—rudders gone, pipes down, every boat smashed, decks swept, and wheels broken.

"The play was worth the candle," and, had we got through and formed a junction with the expedition that got through Yazoo Pass, it would have settled Vicksburg. But I could not afford to run any risks, and, our army being far behind for want of transportation, I gave it up (as I since found out) very wisely, as the enemy sent 6,000 men up there with heavy guns. So we had all our knocking to pieces for nothing. That I don't mind, as long as I lose none of the vessels; for our people at the North howl so over the loss of an old rat-trap that it makes me cautious. My idea is, "Nothing venture, nothing gain."

I thought you wanted the ironclads right off, which could not very well be done; but I shall have no difficulty in getting a force to Red River before you leave. We are going to work our way down the Bayou Maçon, and some morning you will see us coming out of the mouth of Red River. Please don't send a broadside into us.

The route I speak of is very practicable, and is now open. There will be some fighting to do, but that we get paid for.

I hope you received your provisions. I heard a gun fire about the time the barge arrived opposite the town, which I presume was an alarm given, caused by the smell of pork, which the nostrils of the rebels are not used to. Could they have captured that barge, they would have saluted with 200 guns.

I don't know yet how our expedition down the Yazoo Pass gets along. They waited one week longer than they should have done for some soldiers; when their orders were to push on and wait for nothing. They gave the enemy just time to erect a fort of six heavy guns, which our fellows have been fighting ever since, with a loss of 36 killed and wounded.

When I get all my chickens together we will commence the descent of the Bayou Maçon into Red River. If the rebels have not recovered those IX-inch guns, we can clean out that country in a short time. If they have got them they can give us trouble in a narrow river where only two vessels can fight abreast.

Your son went up last night. I sent him in one of our vessels.

I was sorry not to see you before you went, but I was so worn-out after the late expedition that I was not fit to attempt the walk. I have been suffering lately with dysentery, and am not strong. Remember

* See p. 28.

me to Palmer and Jenkins, and when you meet my old friend Alden, say a thousand kind things for me. I hope it is not true that Cummings is killed. He was a gallant officer and too good a man to lose.

With best wishes for your success and safe arrival below,
I remain truly and sincerely yours,

DAVID D. PORTER,
Acting Rear-Admiral.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

Order of Rear-Admiral Farragut, U. S. Navy, to Colonel Ellet, U. S. Army, regarding the passage of the batteries.

BELOW WARRENTON, MISS., *March 28, [1863].*

COLONEL: I am informed that your boilers will be repaired by noon to-morrow.

I do not know how you can supply yourself with fuel below. Having been down yourself in the *Queen of the West*, you know what your chances are for procuring wood; but if a barge comes down with provisions, I think that you would do well to put some coal into it from the coal barge and bring it down with you. It will tow well, but the coal barge will subject you to a heavy fire at Grand Gulf.

I wish you to pass both batteries at night, for we must remember that we have no facilities for repairs after we leave here until we return or reach New Orleans; besides we must be careful of the lives intrusted to us.

I shall await you at New Carthage.

Respectfully, your obedient servant,

[D. G. FARRAGUT,]
Rear-Admiral.

Colonel CHARLES ELLET,
Commanding U. S. Ram Switzerland.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Hart, U. S. Navy, commanding U. S. S. Albatross, regarding coal and provisions.

U. S. FLAGSHIP HARTFORD,
Below Warrenton, Miss., March 28, 1863.

CAPTAIN: Did the barge come down or not? If it did, and you find the provisions too many to bring between you and the *Switzerland*, you had better tow the barge down to-night, for I fear that it has been captured, in which event you had better see if the amount you require can not be brought down through the canal. I am anxious to get down the river as far as New Carthage, but am afraid to leave here until you are past the batteries. If you come down at night I think there will be no risk of damage, as they have nothing heavier than a 30-pounder Parrott.

If the barge comes down with provisions I think Colonel Ellet had better fill her with coal from the coal barge and bring her down with him; otherwise I do not see how he is to obtain fuel when his present stock is exhausted. If the barge is down, or comes to-night, you had better come along down with it. I shall spend a day or two at New

Carthage in trying to destroy the *Indianolu*, and you can both meet me there. If in coming down you are disabled show a red lantern and we will go to your assistance.

Very respectfully,

[D. G. FARRAGUT,]
Rear-Admiral.

Lieutenant-Commander JOHN E. HART,
Commanding U. S. S. *Albatross*.

Letter from Rear-Admiral Farragut, U. S. Navy, to Acting Rear-Admiral Porter, U. S. Navy, acknowledging the receipt of provisions and referring to various operations.

BELOW WARRENTON, *March 30, [1863]*.

MY DEAR ADMIRAL: I have to acknowledge the arrival of a large load of provisions, for which I am greatly obliged to you.

They fired, according to the statement of the officers of the *Albatross*, some fifteen shot, but only touched her once, and then did her no damage, as the shot passed through one corner. I now have all my provisions on board, but the weather has been so cold and disagreeable, to say nothing of its blowing a gale of wind, I have not cared to drop down.

It appears that the old *Vicksburg* broke adrift from her moorings at the city, and she came down upon us at 1 o'clock in the morning. We thought that the enemy were upon us, but soon discovered her to be a harmless hulk, as she went down a little below us, at which I was much gratified, as it enables me to show the officers and men of this ship the difference between the effects of ramming and the accounts of the same. We were told that the *Queen of the West* ran into and sank the *Vicksburg*; the fact is the boat was scarcely injured, and the ram barely broke the outer rim of her guard; nor do I believe that the *Indianola* was seriously injured, or else why would our people have cut the pipes to sink her? I shall, however, make it my business to carefully examine these points, as I find that it is by such stories as these that our people are demoralized. I may take the *Vicksburg* down with me, although I am afraid that she will prove an elephant and be a source of more trouble than profit to me, in which case, however, I can always burn her. She had nothing in her save some four or five muskets and the bedding of the guard; all the machinery and everything belonging to her has been removed.

I most sincerely hope that you will succeed in your contemplated enterprise down the Maçon. I shall watch for you with intense interest, but do not come out in the night, because it will be out of my power to distinguish friend from foe; in the daytime, however, your flag will suffice to designate your nationality. If your transports get through to Red River, it seems to me that by landing 20,000 men at Bayou Sara, and General Banks moving up from Baton Rouge upon Port Hudson, that place must fall.

I am in hopes that the *Switzerland* will be down to-night, as I do not like to leave before I see her down, for fear that some additional accident may happen to her.

Very truly, your friend and obedient servant,

[D. G. FARRAGUT,]
Rear-Admiral.

Rear-Admiral D. D. PORTER,
Commanding *Mississippi Squadron*.

Report of Acting Rear-Admiral Porter, U. S. Navy, making recommendations to the Department regarding the blockading of Red River.

MISSISSIPPI SQUADRON,
Yazoo River, March 30, 1863.

SIR: I have received urgent applications from Admiral Farragut to send him two ironclads for the purpose of blockading Red River when he leaves that place.

The time was when two ironclads (or the two vessels I did send there) would have sufficed to blockade Red River effectually, but the fact of the *Queen of the West* being on the other side instead of on ours, makes it necessary to send a more effective force than the one asked for. I am anxious to consult the public interest, and could I have done so with safety, would have sent a force below long since. In my judgment, the *Lancaster* and *Switzerland* were not in a condition to go, and I was right in my opinion, for a single shot striking the hull of the *Lancaster* cut her right in two. She was not fit for a coal barge even, so old and rotten was she. The other got through more by good luck than good management. I have other vessels here, it is true, but when they go below they will not be able to get up again. There are three points on the Mississippi River between this and Red River which none of our Pook steamers can pass on account of current.

I must keep something ready for important operations here, and, taking everything into consideration, my judgment tells me that the admiral should stay at Red River as long as his vessels will float. I have supplied him with provisions and coal, and can continue to do so. He could not be of such service anywhere as where he is now, and even if he goes himself he should not withdraw his vessels, which are the only means of starving out Port Hudson. I can not, of course, make these suggestions to Admiral Farragut, but if the Department thinks with me they might express such wishes; the admiral would be satisfied, I am sure, to carry out the programme.

No one knows except those here the importance of stopping up Red River and commanding the west bank of the Mississippi. The loss of a few vessels on our side is nothing compared to the injury we inflict on the whole Southern Confederacy.

General Grant will soon want gunboats on the other side of Vicksburg, if he thinks of occupying Grand Gulf—which he talks of. In that case Admiral Farragut will be released, for I should find it necessary (to support General Grant) to run the whole fleet below, with eight months' provisions and coal.

I remain, sir, very respectfully, your obedient servant,

DAVID D. PORTER,

Acting Rear-Admiral, Commanding Mississippi Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Lieutenant-Colonel Ellet, U. S. Army, commanding U. S. ram *Switzerland*, announcing readiness for movement.

MISSISSIPPI RIVER RAM FLEET,
U. S. Steam Ram Switzerland, below Vicksburg, March 30, 1863.

DEAR UNCLE: We got steam up late yesterday evening and moved the boat inside the crevasse. Everything worked like a charm. We

are now busily engaged in putting on the cotton and getting the coal changed. The work will be fully completed by 3 o'clock this p. m., and we will then await the most favorable part of the night for a start.

The empty barge leaked considerably when we came to put the coal into it; for that reason I did not have the men work after 12 o'clock, hoping that it would swell by morning; and besides we have plenty of time to get everything done before night.

I send you two newspaper paragraphs; you will find them interesting and insulting. You can expect nothing from a hog but a grunt. Good-bye; don't forget to write to father.

Your affectionate nephew,

JOHN A. ELLET.

[Brigadier-General A. W. ELLET.]

P. S.—If any one comes down here from the fleet to-day send some matches, salt, pepper, postage stamps, and Washington medalion pens.

Report of Lieutenant-Colonel Ellet, U. S. Army, commanding U. S. ram *Switzerland*, regarding operations of that vessel from March 28 to May 17.

U. S. STEAM RAM *SWITZERLAND*,
Mouth of Red River, La., May 20, 1863.

GENERAL: In accordance with your instructions dated March 28 I took command of this vessel. The injuries received in the passage of the Vicksburg batteries being fully repaired, I passed the batteries at Warrenton on the morning of March 31 before daylight. To my great surprise the enemy fired but one gun, probably owing to the severe bombardment of the batteries by Admiral Farragut on the day previous. Below Warrenton I joined Admiral Farragut with his two vessels, the *Hartford* and *Albatross*, and we proceeded down the river in company. We stopped below New Carthage until after nightfall that we might have the advantage of the darkness in passing the batteries at Grand Gulf. At 8 o'clock we started past the batteries, the *Switzerland* in the advance. We were exposed to a very hot fire for about fifteen minutes, to which we vigorously replied. My vessel was twice struck, but no one was injured, and but trifling damage was done to the boat. We then proceeded to the mouth of Red River, the blockade of which we have maintained ever since. All yawls and flatboats in our course were destroyed to prevent the crossing of troops or supplies. I have three times been down the river as far as Port Hudson, to communicate across the peninsula with Admiral Farragut's fleet below. The point was strongly guarded by the enemy, but by shelling the woods and then sending out a strong party as an escort the messenger was each time enabled to reach his destination in safety.

On our last trip sharp skirmishing with the enemy's pickets ensued, in which we took two prisoners and wounded others; no casualties on our side. We captured a signal station containing 15 pairs of blankets, a quantity of clothing, small arms, provisions, torches, rockets, etc. At Bayou Sara we destroyed 30 hogsheads of sugar, 500 sacks of corn, corn meal, and hominy, together with 100 bushels of sweet potatoes intended for the rebel army at Port Hudson. On the 1st of May I was dispatched to Grand Gulf, Miss., by Admiral Farragut to

communicate with Admiral Porter, whom we learned was lying with his gunboats above that point, to obtain of him some ironclad vessels to cooperate with General Banks, who was marching on Alexandria. I was gratified to find that Grand Gulf was ours and that Admiral Porter was below that point. Admiral Porter immediately determined to go up Red River with three ironclads, the wooden gunboat *General Price*, and the ram *Switzerland*. Arriving at the mouth of Red River, our fleet was joined by the *Estrella* and *Arizona*, two small schooner-rigged wooden gunboats belonging to Admiral Farragut's fleet, these having arrived from Berwick Bay through the Atchafalaya River during my absence. The seven vessels then started up Red River, the *Switzerland* leading the van. We encountered no obstructions until we reached Fort De Russy (Gordon's Landing). The fort was evacuated, but the enemy had placed a large raft across the river, which was easily removed. The casemates of the fort were entirely destroyed and Government property (Confederate) burned. We then proceeded to Alexandria, which place was also evacuated. Admiral Porter took possession at 9 o'clock a. m., and General Banks arrived at 6 o'clock p. m. The rebel forces under Generals Taylor and Sibley retreated up the river to Shreveport, taking with them all their gunboats and transports. As it was reported that there was but 8 feet of water on the falls, Admiral Porter did not think it prudent for the fleet to pursue them. He therefore, on the following morning, sent an expedition up the Black and Washita [Ouachita] rivers. It consisted of the ironclad gunboat *Pittsburg*, the wooden boats *Arizona* and *Price*, and the ram *Switzerland*. We ascended the Black River to the town of Trinity, at which point Black River is formed by the confluence of Washita [Ouachita], Texas, and Little rivers. Here we destroyed a large amount of stores intended for the rebel army, consisting of sugar, molasses, salt, saltpeter, tobacco, bacon, etc. We then proceeded up the Washita [Ouachita] to a place called Harrisonburg, 80 miles from the mouth of Black River and 15 from Trinity. Here we met with a serious obstruction in the shape of a strong rebel fortification called Fort Beauregard. The *Pittsburg*, *Arizona*, and *General Price* bombarded the fort for three hours with their long-range guns, but as my small battery would not reach the fortifications I was obliged to amuse myself by shelling the woods on either side of the river to repel sharpshooters secreted along the bank to fire upon our gunners. The enemy had no heavy guns in position. Their battery consisted of one 42, two 32s, and a battery of twelve small fieldpieces; but these were so thoroughly protected by their heavy earthworks that our guns made no impression on them. It was therefore thought best to inform Admiral Porter of the condition of affairs, that he might send up the other two ironclads to assist in the reduction of the fort. The *Switzerland* was dispatched to Alexandria for that purpose. I met Admiral Porter in the *Benton* on Red River, just below Fort De Russy, and delivered my message and dispatches. He sent me back to order all the boats down to the mouth of Red River forthwith. I did so. Arriving at the mouth of Black River, I received an order from him to proceed to Alexandria to cooperate with the army. But two brigades remained at that point, under General Weitzel, the rest having returned to Simmesport, on the Atchafalaya.

A body of Texas cavalry, about 1,000 strong, had become troublesome to General Weitzel's outposts. They were encamped on Bayou

Rapides, 20 miles above Alexandria, and had a battery of fieldpieces protected by a cotton-bale fortification at the junction of Bayou Rapides with Red River.

General Weitzel wanted to catch them. His plan was to send a boat up the river to shell the battery and carrying a sufficient number of men to make a landing and hold the bridge across Bayou Rapides, while a cavalry force cut off their retreat in every other direction. He asked the cooperation of my vessel, and complying with the request, 300 soldiers were immediately sent on board. We started up the river at 8 a. m., moving very slowly and cautiously over the falls, and sounding as we went. We passed over without difficulty, and the shallowest cast of the lead that we obtained was 9 feet. We had no Red River pilot, and of course were compelled to guess at the channel. The graduated scale upon the wharf at Alexandria, designed to show the depth of water on the falls, gave 13 feet, and I have no doubt we would have found that amount had we known the channel. This was eight days after our arrival at Alexandria, and the river had been constantly falling. The expedition upon which we were dispatched was not successful; the enemy, seeing the ram coming up the river, abandoned their cotton-bale fortifications and escaped before the infantry could land and cut off their retreat.

Two days after, to wit, on the 17th day of May, the remainder of Banks' army left Alexandria, and is now on the road to Simmesport. I covered their rear as long as the road followed the bank of the river, to keep them from being annoyed by the enemy's cavalry, and then proceeded to the mouth of Red River, where I am now lying, cleaning out our boilers and attending to some trifling repairs. So constantly has my vessel been employed that I have not been allowed to clean out my boilers before since I passed Vicksburg. I had only ten days' coal when I started; though nearly two months have elapsed, I have been able to sustain myself by burning the enemy's wood. I had but thirty days' rations, but by foraging extensively I have managed to keep my command in a healthy condition. But two deaths have occurred during the time. A negro, name unknown, fell overboard on Red River and was drowned.

Richard T. Allis, Company G, One hundred and first Illinois volunteers, was crushed to death by the pitman of the starboard engine, May 13, while working at the water pump. The sanitary condition of the command is excellent, as you will observe by reference to the consolidated report herewith transmitted.

Very respectfully, your obedient servant,

JOHN A. ELLET,
Lieutenant-Colonel, Commanding Ram Fleet, M. M. Brigade.
Brigadier-General A. W. ELLET,
Commanding Mississippi Marine Brigade.

Order of the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, regarding a force for occupying the river between Vicksburg and Port Hudson.

NAVY DEPARTMENT, April 2, 1863.

SIR: The Department has written you officially with regard to your gallant passage of the Port Hudson batteries. The importance of keeping a force of sufficient strength between Vicksburg and Port

Hudson can not be overestimated. The fate of the *Queen of the West* and *Indianola*, and the flanking expeditions undertaken to reduce Vicksburg, has prevented Acting Rear-Admiral Porter from attending to this vital point. Now, however, he has been directed to consult with you and decide upon some plan for keeping a permanent and sufficient force in this reach of the river to cut off supplies that come even to Richmond.

With regard to your own movements, the Department leaves you to act on your own judgment, expecting and trusting that you may soon pass down as safely as you ascended.

Immediately upon the conclusion of Rear-Admiral Du Pont's attack a large force of ironclads will be sent to New Orleans.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Letter from the Assistant Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, expressing approval of his proceedings.

NAVY DEPARTMENT, *April 2, 1863.*

MY DEAR ADMIRAL: I got your letter of the 7th, and the next day we heard, through Richmond, about the true state of the case of your passing Port Hudson. The President thinks the importance of keeping a force of strength in this part of the river is so great that he fully approved of your proceedings, always provided you and Porter manage to hold on to it. He is rather disgusted with the flanking expedition, and predicted the failure from the first, and he always observed that cutting the rebels in two by our force in the river was of the greater importance.

All your brave fellows that you left in the smoke at Port Hudson behaved nobly, did their best, and deserve and will receive praise. Smith immortalized himself.

The President says look out, or Grand Gulf will be as strong as Vicksburg. No particular orders can be given to you, only I pray you take care of yourself, and get back as soon as you shall deem it best. As soon as Du Pont finishes matters a strong force of ironclads will go directly to New Orleans, where we shall send munitions, as well as to Pensacola.

The *Queen of the West* and *Webb* have gone down the Atchafalaya after Weitzel. The country has settled down into a determination to go through this war at all costs and at every sacrifice.

Very truly, yours,

G. V. Fox.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron, New Orleans.

Letter from the Secretary of the Navy to Acting Rear-Admiral Porter, U. S. Navy, regarding the occupation of the river between Vicksburg and Port Hudson.

NAVY DEPARTMENT, *April 2, 1863.*

SIR: The Department is acquainted with your withdrawal from the Yazoo, by telegraph from General Grant, under date of the 25th

ultimo. Nothing definite or positive has been heard from the Yazoo Pass expedition since it started. The Richmond papers announce that two of the rams attempted to pass the Vicksburg batteries in daylight and that one was sunk. It remains for your dispatches to inform the Department whether additional disgrace and disaster are to attach to the Navy from recklessness and disobedience of orders on the part of those not under the naval articles of war.

Rear-Admiral Farragut is below Vicksburg, after a successful and gallant passage of the Port Hudson batteries. The occupation of the river between Vicksburg and Port Hudson is the severest blow that can be struck upon the enemy, is worth all the risk encountered by Rear-Admiral Farragut, and in the opinion of this Department is of far greater importance than the flanking expeditions, which thus far have prevented the consummation of this most desirable object.

I desire that you will consult with Rear-Admiral Farragut and decide how this object can best be obtained.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Cairo, Ill.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Banks, U. S. Army, announcing his return within communicating distance.

ABOVE PORT HUDSON, *April 6, 1863.*

MY DEAR GENERAL: Thanks to an overruling Providence, I am once more back again to within communicating distance with you, and I avail myself of the first opportunity to send you the communication of General Grant, together with this dispatch. It is my intention to await him, and to maintain a rigid blockade at the mouth of Red River until the arrival or failure of the force above to join me and make the attack upon Port Hudson, as indicated in the communication of General Grant. I confess that my ignorance of the inland navigation alluded to prevents me from being able to express an opinion as to when they will accomplish their work, if at all.

If it can be done it will be a clever thing, but I have seen so little accomplished as yet by our forces that I have now determined to await until something is accomplished before I form an opinion.

The failure of my vessels to get by Port Hudson was a sad blow to me, and yet it was what might have been naturally looked for in a battle; a chance shot disabled the *Richmond*, and the pilots did the rest by running the ship ashore. We escaped with only 1 man killed and 2 slightly wounded, and the vessel was not injured at all, although she was frequently struck. I have fought the batteries at Grand Gulf and at Warrenton five times since and have lost 3 more of my men, but altogether we have escaped very well. Had two more of my vessels passed I would not have had to apply to Admiral Porter for additional vessels to blockade Red River. As it is, I have only one ram, the *Switzerland*, and my force being so very small we [are] compelled to keep together, but I hope it will not be long before we hear of the upper fleet. The rashness of General Ellet in running down his two rams in open day deprived me of the use of one of them; still,

even one is better than none. I was enabled to fill up my coal and provisions which were floated down to me. In order to blockade Red River I returned there as soon as I could get my supplies and repair the damages to the *Switzerland*. The rams did not lose a man in passing Vicksburg batteries, but the *Lancaster* was sunk and the *Switzerland* received two shots in her boilers. The former was an old and worthless boat of the frailest construction; my greatest difficulty now is to keep the *Switzerland* in fuel. This ship and the *Albatross* have over a month's supply.

I was much gratified to learn that you were in possession of the point opposite Port Hudson, and I hope we will be able to keep open the communication. I shall not make my visits often, however, as I wish to prevent boats going either up or down the Mississippi from Red River.

I suppose they will attack me soon, but I am all ready for them and I suppose we will get used to fighting after a while.

My feelings have been most severely exercised in consequence of the disaster at Port Hudson. Not knowing what had caused it, and having such implicit faith in the several commanders, I felt and feared the worst of consequences to them, and was greatly relieved when I learned through the rebel papers that none of them was killed but poor Cummings, who was a great loss both to the country and to his family. The injury to McKinstry, I hope, is not so bad as they made it, and that he will not be obliged to lose his leg. Their failure to get through I know was almost death to them all. Poor Smith! I was afraid to hear from him. I saw all from a distance, yet was unable to help them, and blamed no one, because, as I told the Department, I knew they did all in their power to get through.

Very respectfully, and truly yours,

[D. G. FARRAGUT],
Rear-Admiral, Commanding.

Major-General N. P. BANKS,
Commanding Department of the Gulf.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Banks, U. S. Army, forwarding captured mail.

ABOVE PORT HUDSON, *April 6, 1863.*

I herewith enclose a mail captured at the mouth of Red River. The letters all contain information of more or less importance.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Major-General N. P. BANKS,
Commanding Department of the Gulf.

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Caldwell, U. S. Navy, senior officer below Port Hudson, stating his whereabouts.

ABOVE PORT HUDSON, *April 6, 1863.*

Send the enclosed communication to the commanding officer at Baton Rouge or the vicinity, and the other papers send as directed. Inform

the general and Commodore Morris that I will return to this point once a week, unless prevented by circumstances beyond my control. At all other times I shall be at the mouth of Red River. Let me know, as far as you can, all the facts of the disaster at Port Hudson. This ship lost 1 killed and 2 slightly wounded; ship not much damaged. We lost 2 men killed at Grand Gulf going up and 1 killed coming down. *Albatross* lost 1 man at Port Hudson. We have had three fights with a casemated battery at Warrenton; no one killed; ship somewhat cut up. Coaled and provisioned at Vicksburg; are all full.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Commander C. H. B. CALDWELL,
Senior Naval Officer below Port Hudson.

Report of Rear-Admiral Farragut, U. S. Navy, regarding general matters.

No. 84.]

U. S. FLAGSHIP HARTFORD,
Above Port Hudson, La., April 6, 1863.

SIR: I have had the honor to address you, via Cairo, on the 16th ultimo relative to my passage by Port Hudson and the disaster to my fleet, on the 19th ultimo detailing my passage up the river past Grand Gulf, and on the 27th ultimo concerning my communicating with Acting Rear-Admiral D. D. Porter and Major-General Grant, my encounters with the Warrenton batteries, etc.

I succeeded in obtaining from Admiral Porter only one ram, the *Switzerland*, which General Ellet had sent down previous to his (the admiral's) arrival, and the admiral is of the opinion that he had no vessels suitable to send down, but promised soon to be down himself at the mouth of Red River, via Lake Providence, Bayou Maçon, and Black River, with a suitable force to cooperate with General Banks in an attack upon Port Hudson. General Grant also sent me a communication for General Banks, informing him that if the expedition could be gotten through that way—and he thought it could—he would send 20,000 men to attack Port Hudson from above while General Banks should attack it from below.

They succeeded in sending me down past Vicksburg both coal and provisions, and as soon as the repairs to the *Switzerland* were completed, which occupied three or four days, I notified General Grant and Admiral Porter that I should return to the mouth of Red River to shut off the enemy's supplies and there remain until their arrival or the exhaustion of my supplies, when I should return to New Orleans.

While below Vicksburg I destroyed a wharf boat (which I found some 3 miles above Warrenton) by firing her with shells.

During the last two days of my stay it blew a gale of wind from the north, and the steamer *Vicksburg* broke adrift from her moorings at the city and went ashore opposite to me. I entertained an idea of bringing her down with me as a depot. Upon examining I found that she had no machinery, nor, in fact, anything in her save four muskets and accouterments, which belonged, probably, to the guard. Perceiving that she would be a great clog to my movements I hesitated about taking her in tow, and while so hesitating the enemy set fire to her and she was totally consumed.

On the night of the 29th ultimo the *Albatross* and on that of the 30th ultimo the *Switzerland* came down to my anchorage, and on the morning of the 31st ultimo we got underway and proceeded down the river as far as the place where I had seen the *Indianola*, and there we anchored for the purpose of ascertaining if I could do anything in the way of making her destruction more complete, but to my surprise she was not to be found anywhere, and the negroes informed us that during the gale she had slipped off into deep water.

At 6 p. m., 31st ultimo, we got underway and proceeded down to Grand Gulf. At 8 p. m. the enemy opened fire upon us with four pieces of rifled artillery and one or two heavy guns, which latter we supposed to be on board of a steamer. We had heard of their having been sent down from Vicksburg in order to arrest our progress. The steamer was from out of the Big Black River. They struck the *Switzerland* twice, but did her no damage. They did not strike the *Albatross*, and struck this ship but once, causing, however, the death of William Jones (landsman) by a fragment of an iron hammock stanchion flying forward nearly half the length of the ship. This was our only casualty, and we anchored for the night just below Grand Gulf.

On the morning of April 1 we reached Red River, where I remained until this morning for the purpose of giving a good impression of our permanent blockade.

I learn from rebel letters and newspapers, captured in a mail on the night of the 2d, of their determination to attack us with a number of river boats and attempt to carry us by boarding, for all of which we are pretty well prepared, and I hope to give them some trouble ere they accomplish their design.

I left my anchorage this morning for the purpose of communicating across the peninsula with General Banks and the officers of my squadron.

The health of the officers and crew is generally good.

I enclose herewith a copy (A) of my last communication to Acting Rear-Admiral Porter; also his reply (B).

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Morris, U. S. Navy, asking information regarding the disaster at Port Hudson.

ABOVE PORT HUDSON, LA., April 7, 1863.

DEAR COMMODORE: Here we are again, just above Port Hudson. I shall visit this place once a week, unless prevented by the enemy or by accident, but I will remain generally at the mouth of Red River. My passage past the forts at Port Hudson, thanks to God, was as fortunate as before—only 1 man killed and 2 slightly wounded. My pilot, where I placed him, saved me. I had to cease firing frequently in order to see where I was going. I thought Alden was close astern of me, and was sad when I found that he did not round the point, and I feared the worst. I know, as I told the Secretary, that they would

do all that men could to get round, and therefore feared that some of them had been killed. I learned the first news from the rebel papers, and was most thankful that it was no worse, although sad enough, but such are the chances of war.

I shall remain here until I hear from our forces above, and then, if I can be of no further service, I shall take my chances down the river.

Porter gave me but one ram; in fact, she was given me by General Ellet, who, with more zeal than discretion, permitted his nephew to run down after daybreak, and in consequence one of the rams was sunk. The *Switzerland*, however, is a fine vessel, and can chase better than we can, but how I will be able to get coal or wood for her gives me great anxiety. I filled up at Vicksburg with provisions and coal, which were floated down to me in the night.

I have had five fights with the forts at Grand Gulf and Warrenton. Lost 3 men at Grand Gulf. Neither the *Albatross* nor the *Switzerland* lost any on their way down. *Albatross* lost 1 in passing Port Hudson.

Let me hear from you as soon as possible. I am anxious to know the news in relation to the disaster at Port Hudson. Send me a synopsis of the reports of the commanders. I sincerely hope that Captain McKinstry will lose neither his life nor his leg. I deeply regret the loss of Lieutenant-Commander Cummings; the country can ill afford to lose such an officer or society such a man.

I know Captain Smith will feel his misfortune keenly, but I hope the Government will give him a better ship; but his misfortune, as I now understand it, was owing to his pilot running him on shore. I do not understand the cases of the *Monongahela* or of the gunboats, but I suppose the gunboats had to take care of the disabled ships—just what I placed them there for.

Please present me to all the officers.

Very truly and respectfully,

[D. G. FARRAGUT],
Rear-Admiral.

Commodore HENRY W. MORRIS,
Commanding U. S. Naval Forces, below Port Hudson.

Letter from Commander Alden, U. S. Navy, to Commodore Morris, U. S. Navy, reporting the passage of Port Hudson by Rear-Admiral Farragut's secretary.

U. S. S. RICHMOND,
Baton Rouge., La., April 8, 1863.

SIR: I enclose herewith a press copy of a communication from the admiral, received through Commander Macomb, of the *Genesee*, which vessel is now stationed just below Port Hudson. You were informed this morning of the safe arrival of Mr. Gabaudan, the admiral's secretary. He passed the batteries at Port Hudson in a skiff and was near being captured. Strange to say, he also passed all our vessels below Port Hudson without seeing them and arrived on board this ship a little after midnight, having left the *Hartford* at 8 o'clock in the evening. General Augur has placed a steamer at Mr. Gabaudan's disposal, and he will leave in an hour to report to yourself and General Banks.

Your communication of the 6th instant in relation to the disposal of the vessels under my command has been received and the directions therein contained have been carefully attended to.

Respectfully, I am, your obedient servant,

JAMES ALDEN,

Commander, Commanding Naval Forces, Baton Rouge.

Commodore MORRIS,

Senior Officer, etc.,

Report of Major-General Banks, U. S. Army, regarding proposed operations on Bayou Teche.

HDQRS. DEPARTMENT OF THE GULF, 19TH ARMY CORPS,
Camp at Brashear City, La., April 10, 1863.

GENERAL: The secretary of Admiral Farragut, Mr. Gabaudan, called upon me at Brashear City this morning and gave me the substance of your dispatch. We have 15,000 men that can be moved with facility. The artillery is strong, the cavalry weak, but we hope to strengthen the cavalry without delay as one of the results of this expedition.

We shall move upon the Bayou Teche to-morrow, probably encounter the enemy at Pattersonville, and hope to move without delay upon [New] Iberia to destroy the salt works, and then upon Opelousas. This is the limit proposed. We do not intend to hold any portion of this country, as it weakens our force, but will at once return to Baton Rouge to cooperate with you against Port Hudson. I can be there easily by May 10.

There are now 4,500 infantry at Baton Rouge, with three regiments of colored troops and two companies of cavalry, three batteries of artillery, with several heavy guns in position, and five gunboats and six mortars. The land force is under Major-General Augur; the fleet under Captain Alden, of the *Richmond*.

We shall endeavor to establish communication with Admiral Farragut at Bayou Sara, but the opening of the levee opposite Port Hudson may make it impossible. If so, we will communicate with you freely by the way of New York as to our progress. I shall be very glad if you will communicate with us in the same manner. To avoid delay by mail, I will send my dispatches by an officer.

Very respectfully, your obedient servant,

N. P. BANKS,

Major-General, Commanding.

Major-General U. S. GRANT,

Commanding Department of the Tennessee.

Order of the Secretary of War to Brigadier-General Ellet, U. S. Army, to report circumstances under which the passage of Vicksburg was undertaken.

CAIRO, *April 13, 1863.*

(By telegraph from Washington.)

Your dispatch in relation to the *Switzerland* and *Lancaster* has reached this Department. An impression has been created that the

loss of the *Lancaster* was occasioned by some disobedience or negligence of orders on your part, although I do not entertain any such opinion. It would be well for you to make detailed official report of the circumstances and orders under which you undertook to pass the Vicksburg batteries, in order that the Department may be in a condition to do you justice.

EDWIN M. STANTON,
Secretary of War.

Brigadier-General ELLET,
Ram Fleet.

Report of Brigadier-General Ellet, U. S. Army, reporting circumstances under which the passage of the Vicksburg batteries was undertaken.

CAIRO, ILL., April 13, 1863.

I have the honor to acknowledge the receipt of your dispatch of this date.

A detailed report of the loss of the *Lancaster* on the morning of the 25th instant, before Vicksburg, was sent to you by mail the following day, together with the copy of the letter from Admiral Farragut, asking the aid of two rams and one ironclad gunboat. Admiral Porter was absent. Captain Walke would not take the responsibility to respond. Not having yet reported to Admiral Porter, and conceiving the case to be one of urgent necessity, I offered to take the responsibility and send the *Lancaster* and *Switzerland*. Admiral Farragut gladly accepted the offer, and the boats went. I do not conceive that I acted against orders, not having yet received any orders from anybody, except those emanating direct from your Department "to report to Admiral Porter for duty as soon as my brigade was formed." If my acts meet with your approval I shall little regard any efforts of others to misrepresent me.

I will forward you immediately duplicate copies of my report and Admiral Farragut's letter by mail.

Very respectfully,

ALFRED W. ELLET,
Brigadier-General.

Hon. EDWIN M. STANTON,
Secretary of War.

Report of Brigadier-General Ellet, U. S. Army, transmitting duplicate report and copies of correspondence regarding the loss of the U. S. ram *Lancaster*.

HEADQUARTERS MISSISSIPPI MARINE BRIGADE,
Flagship Autocrat, Cairo, Ill., April 13, 1863.

SIR: In accordance with your instructions received to-day by telegraph, I have the honor of forwarding you duplicate copies of my report regarding the loss of the *Lancaster*, opposite Vicksburg, on the night of the 25th of March last; and also all the correspondence that passed between Admirals Farragut and Porter, Captain Walke, and myself, having reference to that event; also my letter of instruction to Colonel Charles R. Ellet, previous to his starting on the expedition.

I take the liberty of adding these papers in justice to myself and the brave men who undertook to perform this perilous enterprise under the impression that they were doing valuable service for their country, and were going to reinforce a generous and gallant officer in a dangerous situation.

Very respectfully, your obedient servant,

ALFRED W. ELLET,
Brigadier-General, Commanding.

HON. EDWIN M. STANTON,
Secretary of War.

Report of Brigadier-General Ellet, U. S. Army, forwarding memorandum of circumstances connected with the loss of the U. S. ram *Lancaster*.

HEADQUARTERS MISSISSIPPI MARINE BRIGADE,
Flagship Autocrat, Mound City, May 13, 1863.

DEAR SIR: I enclose you the minutes of the circumstances, correspondence, etc., connected with the loss of the *Lancaster*. I feel now that it is necessary that I should receive some expression of opinion from the Department respecting that matter. I shall be glad if you press the case upon the attention of the Secretary of War. If he is displeased with me, and says I have done wrong, I would feel obliged if he would remove me from the command and let some one who could better understand the duties take my place. As I now stand I can not tell what to do. I would not intentionally act against Mr. Stanton's wishes, and I can get no orders nor advice from him.

I have another matter that I have presented so often to the Department that I am almost ashamed again to mention it, that causes me a great deal of trouble. It is to know how to punish masters, pilots, engineers, etc., men who are not mustered as soldiers and yet are in the Government service. Admiral Porter tried one case by the naval process, and found that notwithstanding all the charges were sustained and the man proved guilty, "yet owing to the irregularity of our organization he could not be convicted," and was therefore set free. Another case: I summoned a court-martial, and the court decided "that the man was not a commissioned, noncommissioned officer, nor private, therefore, was not subject to army regulations, and further that they could not try cases of offenses against navy regulations."

I wish for you to obtain from the adjutant-general some advice for me upon this subject, that I may govern my action in such cases upon.

Very respectfully, your obedient servant,

ALFRED W. ELLET,
Brigadier-General.

Captain JAMES [C.] BROOKS,
Assistant Quartermaster.

[Enclosure.—Memorandum.]

We arrived above Vicksburg on the 22 March. I immediately learned that Admiral Farragut was below Vicksburg and in communication with Captain Walke, who, in the absence of Porter, was commanding the gunboats. I learned, not officially, that Farragut had

made application to Porter for assistance to hold the river. I applied to Captain Walke for information, who declined to answer my communication. The second day I received a letter from Farragut desiring to see me. I visited him on board the *Hartford* 3 miles below Warrenton. I walked all the way—nearly 11 miles. He expressed a great desire for reinforcement of two rams and one ironclad and gave me his request in writing. I promised to send the rams that night. One, the first, object that Farragut had in view was to destroy the enemy's works at Warrenton. My rams, if they got down, were to ferry troops over the river for that purpose under the protection of the *Hartford's* guns. I left the *Hartford* about 2 o'clock and hurried back. Every arrangement was pushed as fast as was possible to prepare the boats as well as could be with the means at hand and the limited time. I notified Captain Walke of the admiral's request and my intention to comply and requested his cooperation, which he declined to give. The boats started; you know the result. To me it was not unexpected. I was willing to lose one boat to get the other through safe to the admiral's support, I considered his situation so perilous.

Upon my return to the upper fleet Porter had arrived. He wrote me an insulting letter, demanding to know by whose authority the boats were sent down and sacrificed, stating what was not true, that their loss was in consequence of the passages being attempted in broad daylight. I answered the letter with a full report, correcting the erroneous impression of the passages being made in daylight and giving the reasons for the whole transaction.

The *Switzerland* was repaired in three days and passed down the river under command of Lieutenant-Colonel Ellet, in company with Admiral Farragut. Lieutenant-Colonel Ellet received his orders before starting from me. Admiral Porter wrote me a very sharp letter denying my right to give orders to my subordinate officers without receiving them from him, and informed me that he had ordered the arrest of Lieutenant-Colonel Ellet and would try him by court-martial for disrespect, which he has not done. I made a full detailed report of the passage of the batteries and the loss of the *Lancaster* and mailed it on board the admiral's flagship *Black Hawk* on the 26th of March. On the 13th of April I received a dispatch from the Secretary of War informing me that no report of that transaction had been received from me and that my reputation had suffered from misrepresentation. I at once mailed duplicate copies of my former report, with letters and correspondence with both admirals and Captain Walke connected with the transaction to the Department and had the package placed in the post-office at Cairo, Ill., on the evening of the 13th of February [April]. I have heard not one word from the Department either in approval or condemnatory of the matter. I am very desirous to learn how this affair of the loss of the *Lancaster* is regarded by the head of the Department. If I have done wrong or have exceeded what was my authority I should be relieved at once from this command, and if my action has been proper it is but fair that I should have some expression to that effect.

Yours, very respectfully,

ALFRED W. ELLET,
Brigadier-General.

Report of Rear-Admiral Farragut, U. S. Navy, regarding operations at mouth of Red River.
No. 85.]

FLAGSHIP HARTFORD,
Above Port Hudson, La., April 15, 1863.

SIR: Since my last communication of the 6th instant, No. 84, I sent down my secretary, Mr. Gabaudan, who volunteered to pass Port Hudson in a skiff, to communicate with Commodore Morris; also with General Banks. His trip down was perfectly successful, and his arrival was made known to me by rockets from the *Essex*. On the following morning (8th) I returned to the mouth of Red River and caught two steamers outside, but one being about five minutes ahead of me made her escape; the other, the *J. D. Clarke*, I captured. She had on board Major Howard, of the C. S. Commissary Department, who was making extensive arrangements for the crossing of cattle over to the eastern shore of the river at various places, all of which was frustrated by his capture.

I have since been engaged blockading the Red River and looking up and down the Mississippi from Fort Adams to Bayou Sara, watching the movements of the enemy and destroying all boats of every description found in the river, so as to prevent the crossing of cattle, hogs, and food of every kind.

If I had been so fortunate as to have gotten two more of my vessels through, or could have gotten them from Admiral Porter, I could have made the blockade complete from Grand Gulf to Port Hudson. As it is, my force is too small to separate.

To-day (15th) I returned here according to appointment and found the *Richmond* below. We communicated by signal, which was remarkably well executed by Lieutenant Eaton, of the Signal Corps, whom General Banks kindly placed on board this ship, and by Lieutenant Abbott, on the *Richmond*. I sent the *Albatross* to an appointed place, mouth of False River, and there found Mr. Gabaudan with his escort. He returned on board with his communications from below. I shall return again to-morrow to the mouth of Red River, and will remain there until my coal is nearly expended or I hear from General Grant, and if he is not able to comply with his promises from causes beyond his control, I shall return to New Orleans.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

P. S.—I have before recommended Mr. Gabaudan for situation in the Marine Corps, to which I beg to call your attention once more.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Letter from Rear-Admiral Farragut, U. S. Navy, to Commander Alden, U. S. Navy, regarding general matters.

U. S. FLAGSHIP HARTFORD,
Above Port Hudson, April 15, 1863.

DEAR CAPTAIN: I am glad to see you again on the advance post, but fear to hear a confirmation of the death of poor Cummings. I still hope that McKinstry will save his leg as well as his life.

I am delighted to hear of the capture of the *Queen of the West*—only fear that it may not be true. If General Banks' army had attacked Port Hudson, or invested it when we came through, there is no doubt it would have fallen in a week. They had but four days' provisions; they have not over a week's now. Every time we come down they cross over some cattle, but we caught a steamer the last time we went up, and were very near catching another, but she was about 1 mile ahead of us.

We had very reliable information that 5,000 men left Port Hudson last week, and they have not over 13,000 altogether. They have never had over 20,000, generally conscripts.

Inform Morris and General Banks that I shall make another visit down here before I go down, in hopes of seeing the upper army by way of Red River, and, if we can not take it with the combined forces from above and below, we better give it up and go home. When I go down I shall inform you and expect an attack to be made on the batteries from below. I find they have all their flying artillery on the bluff, some forty pieces, which will be apt to kill some of my men unless they are diverted by the fire of the ships or the army, but when the time comes I am bound to go, and you must do the best you can to draw their fire off of us.

I have been absent so long that I am very anxious to hear the news from the squadron. As I am here I shall do the best I can to injure the enemy, but if I had two more vessels we could have cut off their supplies very completely; as it is they only cross them higher up the river.

I send General Banks the letter of General Grant, which I was afraid to send by Mr. Gabaudan.

I am much grieved at the losses of the vessels, and feel most keenly for the wife and family of poor Cummings. But my apprehensions were much worse than the reality, for I feared that you were all gone, and feel most thankful that it was no worse. May God protect us through the rest of the cruise.

I remain, very truly and respectfully, yours,

D. G. FARRAGUT, *Rear-Admiral*.

Commander JAMES ALDEN.

[Signal.]

APRIL 15, 1863.

I want my secretary and dispatches if they can be sent me safely. I wish to return to Red River to-morrow morning.

Answer.
FARRAGUT,
Admiral.

Captain ALDEN.

Gabaudan starts immediately with a party. Send a boat to meet them at lower mouth False River, to dike, half a mile up the river.

ALDEN,
Captain.

[Telegram.]

Confidential.]

NAVY DEPARTMENT, *April 15, 1863.*

The Department wishes you to occupy the river below Vicksburg, so that Admiral Farragut may return to his station.

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

[Signals.]

APRIL 16—A. M.

The mail has gone over. Has it arrived? I will return here on Thursday.

D. G. F.

Captain ALDEN.

The mail has arrived. Shall we send you ship's letters? We have many official letters for the admiral.

ALDEN.

Send the letters, but not papers, at once.

D. G. F.

Three or four river steamers are seen almost daily at Port Hudson, bringing stores. They are probably now in Thompson's Creek.

J. A.

The party with letters has started. We hear firing below and are going down. Cease signaling.

J. A.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Augur, U. S. Army.

ABOVE PORT HUDSON, LA., *April 16, [1863].*

DEAR GENERAL: Your very kind note was duly received, and for its generous sentiments please accept my thanks. Although I had the misfortune to lose the *Mississippi* and to have my other vessels driven back by purely accidental causes, yet all things tend to show that in each case the cause of disaster was beyond our control and the natural consequence of a battle for which we must all take our chances; and were we to be deterred by the apprehensions of such accidents there would be no battles fought.

You can not imagine, general, how deeply I regretted that you did not attack the enemy's lines that night, or at least invest them. I have had most excellent opportunities for learning all about their condition at that time; they had but four days' provisions, and as one of

their officers said they would have had to fight their way out or surrender in a week, but while I was up at Vicksburg they got in a supply. Still they have not over a week's provisions now, and their force is not over 13,000 men, as they have sent 5,000 away, it is said, to fortify Grand Gulf. They gave us a warm reception there on our way up. Your army will have to do some hard fighting to make up for its hesitation on that night, but I trust that they are doing good service at Berwick Bay and on the Teche, and I sincerely hope that the general will be successful in capturing their forces.

I trust the day is not far distant when we will be able to attack Port Hudson on both sides, but the glory will then be divided and the lion will receive the greatest share. On the night of the 14th it would have been all yours. I learn with regret that General Banks said he did not expect me to attack before morning, but I think it is a mistake. I received his dispatch, which I have now, saying that his command was "at the crossroads ready for their work this evening; when will you open?" I replied, "I expect to pass the batteries at 12, midnight." I did pass and fired my last gun at five minutes after midnight, and if one more ship had passed I would have most effectually shut off their Red River supplies to Vicksburg and Port Hudson. As it is, they have a very hard time to get even a scanty supply. On my return from here to Red River last week we caught two steamers out of Red River in the Mississippi. One regained the Red River, but we struck the other and captured her with the commissary on board, Major Howard. You may remember his brother, General Volney E. Howard, in California.

I do not, general, know how it will be in your power to serve me until the day or night I intend to go down the river, before which I will inform you; but I look for General Grant's forces before that day. With my sincere thanks for your kind offers, I remain,

Yours, most truly,

[D. G. FARRAGUT],
Rear-Admiral.

Major-General C. C. AUGUR,
Commanding, etc., Baton Rouge.

Letter from Major-General Banks, U. S. Army, to Major-General Augur, U. S. Army, forwarding information for Rear-Admiral Farragut.

HDQRS. DEPARTMENT OF THE GULF, 19TH ARMY CORPS,
Côte-Gelee, near Vermilion, April 18, 1863.

SIR: The commanding general wishes you to send the following to Admiral Farragut:

We shall occupy Opelousas probably on the 20th; we can be in Alexandria in the last week in this month. Can you reach that point on the Red River with your fleet? When will Grant's forces reach the mouth of Black River? Communicate with him and ascertain.

N. P. BANKS,
Major-General, Commanding.

I have the honor to be, very respectfully, your obedient servant,
RICHARD B. IRWIN,
Assistant Adjutant-General.

Major-General C. C. AUGUR,
Commanding Forces at Baton Rouge.

[Signals.]

APRIL 20.

We marched on Opelousas at 6 a. m. Can be in Alexandria the last week of the month. Can gunboats meet me there? Have burned three gunboats and many transports. Captured 2,000 prisoners with best officers of Army and Navy, and am still pursuing. When will Grant be down?

BANKS,
General.

Admiral FARRAGUT.

APRIL 20.

Glad to learn your successes. Unless gunboats come from Vicksburg I have none that could pass Fort De Russy, at Gordon's Landing. I can hear nothing from Grant until the five boats below Vicksburg arrive. Port Hudson on half rations. Troops discontented. Enemy sent to Arkansas for troops for Taylor. Nothing to impede communication with me in the Atchafalaya.

D. G. FARRAGUT,
Admiral.

General BANKS.

Instructions from Rear-Admiral Farragut, U. S. Navy, to Commodore Morris, U. S. Navy, commanding below Port Hudson.

ABOVE PORT HUDSON, LA.,
April 22, 1863.

COMMODORE: Keep the —— a short time longer. I hope to join you soon, but I wish to see first if there is anything to be done up here by the two armies. If there is, I wish to be on the spot to aid all I can. I have tightened the cords upon them very much, and they are on half rations all the time now, and can not have much of a supply at that, and every mouthful has to be obtained by great labor. If two more vessels had passed Port Hudson I would have cut off their supplies altogether from the west bank, by way of Red River and Texas. As it is, they admit that we pinch them terribly.

Some of the boats from above have passed down, but I think they are Ellet's ram fleet; one or more of them has been sunk. The rebels say three sunk and five passed, but as yet we have neither heard nor seen anything of them; no doubt they are below, however, and as soon as their damages are repaired they will be down, and we will clear out Red River, and I will go down to New Orleans, if I can.

I hope you have sent Lieutenant-Commanders Law and Wilson North to report to the Secretary of the Navy.

Send the *Susquehanna* North for her repairs.

Keep the ships all provisioned and ready to move at a moment's warning. If nothing is heard from the Department and there is no suitable command for Captain Smith, let him go home if he wishes it. I deeply regret his loss, as well as the loss to the Navy of his ship, but, as the Frenchman says, "You can not make omelet without breaking eggs." The whole affair would have gone off beautifully if the ships had not grounded, and the ships would not have grounded if we had not fired so rapidly. We did not fire half the time, so as to see

the shore. I hope we will have better luck next time. We must not be discouraged by such accidents. Alden's was the only accident that we could not have provided against. A chance shot will sometimes hit a tender spot.

If I had the *Essex* up here she would be worth a million to me. I would send her right up to Alexandria and cause the destruction of everything that they are building there, but I hope it will not be long before the generals are ready to attack Port Hudson from above and below with such a force as will make it a sure thing; otherwise I know they won't attack.

Later: We have just received on board a very intelligent Union man from Red River, who informs me that the Atchafalaya is abandoned by the enemy; their guns are all removed from Butte-à-la-Rose; consequently there can be no difficulty in our boats (*Clifton* and the *Queen of the West*, if she is in running order) coming up to the mouth of Red River so as to keep up the blockade. This man also confirms the statement that the troops at Port Hudson are on half rations, and says that if the blockade is kept up Port Hudson must be evacuated. The officers at Fort De Russy * * * [illegible].

There are only 125 soldiers in the fort, and they have sent up to Arkansas for troops to reinforce General Taylor, and if I had one or two boats I could gobble the whole party as they attempt to come out of Black River.

I hear nothing of the Ellet fleet from above, except that they are repairing at or below Vicksburg, nor does he know anything of Grant's forces in Bayou Maçon except that he heard some time ago that one of our boats was in Lake Providence.

If the report of the abandoning of the Atchafalaya is true, I wish you would send me up coal by the *Arizona* or any other suitable transport which we have there.

* * * * *

[D. G. FARRAGUT.]

Letter from Rear-Admiral Farragut, U. S. Navy, to the Assistant Secretary of the Navy.

Unofficial.]

ABOVE PORT HUDSON, *April 22, [1863.]*

DEAR FOX: I received your unofficial letter across the peninsula in front of Port Hudson.

I shall be ready to go to work the moment I get the ironclads, but my wooden ships are now so much used up that I fear we could do but little with them; still they will render some service, I hope.

Situated as we are, we constantly hear reports of all kinds, but place little reliance in any of them. The last report is that five gun-boats have passed Vicksburg. If I had half of them I could effectually cut off Vicksburg and Port Hudson from their supplies. They say that we are starving them now, and yet I am unable to prevent the crossing of cattle and hogs at and above Natchez. My force is so small that I must keep it together, as the enemy appears determined to capture us, which we hope to give them some trouble in accomplishing.

I am now awaiting the movements of General Grant down the Bayou Maçon. If he is successful, the moment Porter's boats and Grant's troops make their appearance I will communicate with General Banks

and try to persuade them to attack Port Hudson simultaneously from above and below, and the rebels, with their stomachs in their present condition, will not hold out many hours. They have been on half rations for some time. They can get no provisions by the river, and all that they do get has to be transported a considerable distance by land, and there is a great scarcity all through the country on the east bank of the Mississippi.

We have also heard from negroes that all the steamers passed up Red River to Alexandria with [men] Thursday last; that the *Queen of the West* was captured by us in Grand Lake, and that there had been a severe fight on the Teche, in which the rebels were badly beaten. I sincerely hope that this is true, for I would like to see our soldiers doing something. Our great difficulty is that one or two negroes (sent for the purpose) will convince our generals that the enemy is too strong for us, and then an attack is out of the question. The enemy has literally whipped us by this species of deception. I always ask them: "Why don't you go and see for yourself; make a reconnoissance in force; or, in other words, make a fight?"

I found it was out of my power to try Lieutenant-Commanders Law and Wilson by court-martial for some time to come, so I directed Commodore Morris to send them home, particularly as I was told that the officers and men of the *Harriet Lane* had been sent North.

Pray do not let those officers at Washington be changing uniform every week or two. I think there should have been but one change made. As you made a new grade it would have been but right to make a uniform for it, and I wish that uniform had been simply a broad stripe of lace on the cuff—say an inch and a quarter wide, with a narrow stripe of a quarter of an inch above it, and a little rosette with a silver star in the center. The star is the designation of the admiral, and therefore should be visible. The other uniforms were all well enough, but this adding on stripes until they reach a man's elbow, appears to me to be a great error. In the first place you must count the stripes to ascertain the officer's rank, which at any distance is almost impossible, and I presume the objects of uniform are principally for the purpose of recognizing the grades in order to pay the honor due on all official occasions. It appears to me, however, that the object of the present change of uniform is to blend the grades as much as possible; or, in other words, to avoid distinctions. If such is the case, bring us down to the simple blue coat with navy buttons; but if the grade is to be marked, let it be distinct and unmistakable.

My rule through life has been to vote against a change in uniform, but when one has to be made, make it as good as I could, that is well suited to the necessities of the service, easy to procure, not expensive, easily preserved, and the grades distinctly marked.

Yours, very truly and respectfully,

D. G. FARRAGUT,
Rear-Admiral.

G. V. Fox, Esq.,
Assistant Secretary of the Navy, Washington, D. C.

Letter from Major-General Banks, U. S. Army, to Major-General Augur, U. S. Army.

HDQRS. DEPARTMENT OF THE GULF, 19TH ARMY CORPS,
Opelousas, April 21, 1863.

GENERAL: I am directed by the commanding general to inform you of the arrival here of Lieutenants Tenney and Skinner, of Colonel Dudley's staff, with important dispatches from General Grant.

The commanding general desires to acknowledge the valuable service rendered by these officers and by Lieutenant Dean and the officers of the Signal Corps, Captain Roe, and Lieutenants Herbert and Abbott, in opening communications with the forces above Port Hudson.

We occupy Opelousas and hold Washington, [La.], by a strong advance post.

The command rests to-day. The enemy took the road to Alexandria. In a proclamation issued on the 19th, Brigadier-General Pratt, then commanding here, says the brave men of Texas, Arkansas, and Missouri will soon be with them, apparently showing that he expects no reinforcements from Port Hudson. * * *

The commanding general desires you to keep him constantly informed of the state of affairs in your vicinity.

Very respectfully, your obedient servant,

RICHARD B. IRWIN,
Assistant Adjutant-General.

Major-General C. C. AUGUR,
Commanding First Division, Baton Rouge.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Augur, U. S. Army.

ABOVE PORT HUDSON, *April 23, [1863].*

DEAR GENERAL: We have the enemy in a tight place; he is on half rations at Port Hudson; his Arkansas troops, one or two regiments, refused duty a day or two since, saying that they would not remain there if they did not give them more food. They have heard in some way that you intend to attack them by way of Manchac and have sent out troops to meet yours. They say that if I hold Red River as I am doing, that they will have to evacuate Port Hudson. I have just caught and destroyed two of their boats that were used to cross provisions from the west bank to Bayou Sara; we have been trying to catch these boats for some time. They say they are anxious to get their large guns away from Port Hudson for fear of losing them. If I can only get coal up through the Atchafalaya I will accomplish all, but I do wish General Grant would come along so that you could both attack the place and take it.

I have a man direct from Fort De Russy who says there are no guns on the Atchafalaya. Butte-à-la-Rose is abandoned. The XI-inch gun of the *Indianola* and six other pieces are mounted at Fort De Russy, but that will give us no trouble, as it [is] 80 miles up the Red River, and the Black, down which General Grant's forces are to come, is not over 40 miles from the mouth of Red River.

I hope you will tighten the cords around Port Hudson. I will draw them tighter every day. My informant says there are but 125 men at Fort De Russy, and that it can be shelled at 2 miles without their being able to reply.

I wish to act with [illegible]. I think that * * * this ship rendering the most effective service here.

I suppose General Banks is still in the field in the Opelousas country. Wishing you every success in your undertakings,

I remain, very truly, yours,

[D. G. FARRAGUT,
Rear-Admiral.

Major-General C. C. AUGUR,
Commanding, etc., Baton Rouge.

P. S.—Please say to General Banks when you write him if the boats that pass Vicksburg prove to be gunboats I will have them at Alexandria by the time he reaches there, if possible, but I fear they are General Ellet's squadron, or Marine Brigade, and carry no guns except those belonging to their field artillery; consequently I will have nothing to attack Fort De Russy, as I can not take my own ship up Red River.

Respectfully,

D. G. FARRAGUT.

Personal letter from Rear-Admiral Farragut, U. S. Navy, to Captain Alden, U. S. Navy.

FLAGSHIP HARTFORD,
Above Port Hudson, April 23, 1863.

DEAR CAPTAIN: It is so long since I supposed you were promoted, that I will not at this late day congratulate you on it, but on the enjoyment of health and the good condition of your ship, once more ready for service.

I have been holding the enemy very uneasy by the stomach. They are on half rations at Port Hudson, and great dissatisfaction among their men. They have already begun to talk of saving their long guns, etc., and I hear from all quarters that they can not hold out if we continue the blockade of Red River. We destroyed the only flat-boats they had at Bayou Sara to-day, on our way down, and a large quantity of sugar, after helping ourselves to what was required for the vessels.

The report above is that eight boats attempted to pass Vicksburg, and one was sunk, one burned, and the rest got by, but much injured. They are no doubt repairing and will be down by the time we get back to mouth of Red River, when I will send up the Red River and make a raid upon them, but I fear they are rams and not gunboats.

I do not see why the *Arizona* or some other steamer can not bring us coal up the Atchafalaya, as they have abandoned that river and all the steamers are above the Fort De Russy. They have the XI-inch gun of the *Indianola* there with six others. The *Indianola* was another dastardly affair. She was not injured in the least; her own men sunk her and the enemy afterwards blew her up. I saw her as I went up, but when I came down to blow her up she had slid off into deep water and disappeared.

They may use the guns with grape and canister, but they can not have many shot or shell. The IX-inch is spiked and is still at Alexandria; unable to fix it.

I think I will hold on for Grant this week, and if he does not let me hear of him I will go down, even if I leave the ship here.

I am glad to hear that our people have had a little success on the Teche, etc., and that the *Clifton* banged the *Queen of the West* and with her the great fighter, Captain Fuller. They even say now that they don't think they can afford to attack us. I suppose you all expected to hear of our being eaten without pepper and salt long before this. I do hope the generals, some or all, will attack this miserable place, Port Hudson. They say here that if they had invested it when we came up it would not have held out a week.

Send my kind regards to Mrs. Smith and the captain also. I deeply regret the loss of his ship, but it was all the fault of not stopping firing, to see the shore, and perhaps not having a good pilot. The mizzentop is a good institution.

Your friend,

J. G. FARRAGUT.

[Captain JAMES ALDEN.]

I am gratified that the Department approves of our coming up past Port Hudson. I deemed it necessary to arrest further disaster above.

D. G. F.

Letter from Major-General Banks, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, giving account of capture of Butte-à-la-Rose.

HDQRS. DEPARTMENT OF THE GULF, 19TH ARMY CORPS,
Opelousas, La., April 23, 1863.

MY DEAR ADMIRAL: Accept my thanks for your dispatch of April 6,* which I received on the 21st instant with the dispatches of General Grant. Accept my congratulations upon your success in controlling the open sea between Vicksburg and Port Hudson. The blockade of the Red River is a most important affair to our arms. We have now achieved the freedom of the Atchafalaya, of which we have spoken so much together, and I hope at no distant time to communicate with you through that route.

The gunboats under command of Lieutenant Cooke captured Butte-à-la-Rose on the 20th instant. You have doubtless had a full report of this affair. The engagement was short, but decisive. We captured their guns, considerable ammunition, the commander of the post, and 60 prisoners. This gives us the entire control of the Atchafalaya and the Red River. Since we parted at Baton Rouge I have accomplished the design which was interrupted by your enterprise for passing the batteries. Immediately upon the achievement of that distinguished success by your own ship and the *Albatross* we recommenced our undertaking. On the 12th of April we were before the fortifications at Camp Bisland, where we commenced an engagement with the enemy which lasted two days. Our men behaved splendidly and have achieved at every point a complete success. The works would have been assaulted on the morning of their evacuation. They commenced their retreat at about 12 o'clock at night, and we followed them at 3 o'clock in the morning. Grover's division had landed near Indian Bend with the intention of intercepting their retreat at Franklin, but the difficulties of transportation and landing prevented his reaching that point within a few hours, and the enemy escaped with his artillery and cavalry. The infantry has been almost entirely dispersed. We have

*See p. 45.

captured nearly 2,000 prisoners, more than 1,000 stand of small arms, 20 siege guns, including 1 field gun, considerable ammunition, and the chiefs of the three arms of rebel service: Captain Fuller, commanding the fleet; Captain Semmes, commanding the artillery; and Colonel Vincent, commanding the cavalry. We compelled them to destroy the *Diana* and *Hart*, and the fleet commanded by Lieutenant Cooke sunk the *Queen of the West* in the contest for the possession of Butte-à-la-Rose, on Grand Lake. We have captured more than 10,000 head of cattle, and horses and mules sufficient for the entire service of the army. It will be impossible for the enemy to reorganize his forces in this department for the present.

We are anxiously waiting to hear from General Grant. With the force that he is able to furnish us I regard the fall of Port Hudson as certain. The difficulty is to ascertain how and when it can be sent to us. Now that we have achieved the freedom of the Atchafalaya, my belief is that we should join his forces to us by that river, crossing the Grand River and the [Bayou] Plaquemine at Baton Rouge. This is the most feasible point of junction of our forces, and can be accomplished with the least danger and in the least time.

The enemy, counting upon the misfortunes which have happened to our little navy, has completed his plans for an assault on Brashear City. They were kept in entire ignorance of our purposes, and were not aware of our movement until we stood before their fortifications at Camp Bisland. Their surprise and their rout has been complete, and leaves us leisure for other operations. The Navy has done everything that we could desire, and is worthy of its distinguished leader.

I beg you to forward the communication to General Grant* as speedily as possible, and communicate the substance of his answer by telegraph. My dispatch is substantially the same as this addressed to you. I am very anxious to hear his conclusions and to know how soon we may effect a cooperation. I regard the passage of the batteries by the *Hartford* and *Albatross* and the fights you have had with the enemy at Grand Gulf and elsewhere on the river as among the most brilliant operations of the war and effecting most important results in the future affairs of this part of the country. I hope you are in health, as I am sure you must be in spirit. We have no news from the North of importance, except that the expedition to Charleston has failed and that the land and naval forces have returned to Port Royal. The spirit of the people is cheerful and confident, and opinion more united than it has been.

The Government is firm in its purposes, and will, I believe, soon bring the war to an end.

I am, very truly, your obedient servant,

N. P. BANKS,
Major-General, Commanding.

Admiral FARRAGUT,
Flagship Hartford.

[Signals.]

APRIL 24.

I have 15 or 20 contrabands I must send over. No place for them. Can I do it safely?

D. G. F.

* See p. 65.

If you have skiffs to send with them, you can.

J. A.

When shall I look for you again?

APRIL 24.

ALDEN.

I hope to be down again on Saturday, the 2d.

D. G. F.

Report of Major-General Banks, U. S. Army, regarding operations in west Louisiana.

HEADQUARTERS DEPARTMENT OF THE GULF,
Opelousas, La., April 23, 1863.

GENERAL: I have the honor to acknowledge the receipt of your dispatches, dated at Headquarters before Vicksburg, March 23, 1863, on the 21st, by the hand of Lieutenant Tenney, of General Augur's division, at Baton Rouge. On April 10, Mr. Gabaudan, private secretary of Admiral Farragut, commanding the *Hartford*, at the mouth of Red River, reported at my headquarters at Brashear, and gave me verbally the substance of your dispatches, which he said he had read but did not bring with him in the dangerous passage which he was compelled to make of the batteries of Port Hudson.

The information received from Mr. Gabaudan differs somewhat from your dispatches. I understand from him that it was your intention to send a force by the way of Lake Providence and the Black River, passing through the intermediate bayous to the mouth of the Black River on the Red River, and that this force would probably reach the Red River by May 1, proximo, to cooperate with my command against Port Hudson.

Stimulated by this report and cheering prospect of assistance we pushed with vigor the expedition upon which we were then engaged. Our success has been complete. We have utterly destroyed the army and navy of this part of the Confederacy and made it impossible for the enemy to reorganize his forces for some months to come. We occupy Opelousas, and my advance is about 30 miles in front of this place, on the road to Alexandria.

The forces of the enemy are divided, a portion of Sibley's cavalry being on the Plaquemine Bayou, on the road to Texas, [La.], with General Mouton, and the artillery and some cavalry on the road to Alexandria. The infantry is completely dispersed. We have captured 2,000 prisoners, 1,000 stand of arms, ammunition, ordnance stores, etc., 20 heavy guns, demolished his foundries at Franklin and New Iberia, and the salt works below [New] Iberia. We have captured 2 steamers and several boats, and compelled the destruction of 10 or 12 transport steamers, some of them laden with flour, ammunition, and arms.

The gunboats *Diana*, *Hart*, and *Queen of the West* have been destroyed and their armament captured by our forces. We have among our prisoners the most important officers of all arms. Captain Fuller, the commander of their fleet, captured from the *Queen of the*

West, known here as the "King of the Swamp," long in the legislature and at the head of the filibuster or fighting element of the State, whose candidate he was for the office of governor. We have also Captain Semmes, the first officer of their artillery, and Colonel Vincent, the chief of their cavalry. They can make no stand this side of Alexandria.

The capture of the fortifications at Butte-à-la-Rose by the army and navy, which occurred on the morning of April 20, opens to us completely the Atchafalaya to the Red River. Several days since I addressed to the admiral an enquiry whether he could navigate the Red River to Alexandria, and to yourself a request to communicate the time when your cooperative force could reach Red River. Our communication with the admiral is open only on Thursdays, when he comes down to Port Hudson. It will be communicated to him, as I am informed, by dispatches from General Augur to-day. It must be some time before it reaches you.

I was disappointed in learning from the perusal of your dispatches that at their date it was undetermined whether you can send a force to Red River or not, on account of the deficiency of your transportation. It is a grief on my part that I can not aid you in this respect. Our transportation is lamentably deficient. I had but one steamer with which to pass two divisions of my corps over Berwick Bay in this campaign. The route is open, but I can reach Red River only by forced marches. It is six days' march to Alexandria and four or five to Simmesport, at the mouth of the Atchafalaya, but until we can hear from you, I shall make Washington, on the Courtableau, my base of operations.

We can cooperate with you in any manner you suggest, by a junction on the Red River or by an attack from Baton Rouge, joining your forces on the Bayou Sara in the rear of Port Hudson. My belief is that this is the best method, as the passage of the Mississippi from the Red River is very difficult with our short transportation and will require a landing, and places us between the armies of Vicksburg and Port Hudson; but we shall not hesitate. I wait anxiously to hear from you upon these points, viz:

First. When can you be at the mouth of the Black or Red River?

Second. In what manner shall my forces cooperate with you?

Third. Can you furnish transportation for your passage to Port Hudson, or do you rely upon us?

Fourth. Can you supply your troops, or will you rely upon us?

Fifth. Is it not practicable for your force to join us by the Atchafalaya?

It is doubtful if we can supply your forces from New Orleans in operating above Port Hudson, on account of our deficient transportation. My belief is that the best junction is by the Atchafalaya. We can reach Baton Rouge by the Grand River and the [Bayou] Plaquemine without transshipment, and, our forces united, make the reduction of Port Hudson certain. My own command is insufficient.

Waiting anxiously your response, and with full confidence in your judgment and earnest cooperation,

I am, very truly, yours,

N. P. BANKS,

Major-General, Commanding.

Major-General GRANT,

Commanding Forces on the Upper Mississippi.

Report of Captain Alden, U. S. Navy, regarding the opening of communication with Rear-Admiral Farragut, U. S. Navy, above Port Hudson.

U. S. S. RICHMOND,
Below Port Hudson, April 25, 1863.

SIR: In obedience to article 8 of a general order issued by the Department under date of December 12, 1862, I have respectfully to report that we succeeded, on the 15th instant, in our endeavors to communicate with the admiral above Port Hudson. Since then a party under charge of Acting Ensign Swann, of this vessel, has crossed [and] recrossed the point three times with the mails and dispatches. As there has been more or less anxiety displayed and ingenuity exercised to bring about this very desirable result, and believing it would not be uninteresting to the Department to have a detailed account of the difficulties which we had to contend with and how they were surmounted, I shall proceed to narrate them in as concise a manner as possible.

The first attempt was by the army. General Banks having thought it of sufficient importance, sent a full brigade for that service. They succeeded in crossing the point after much difficulty, and kept the line open several days, notwithstanding the rebels had cut the levees above, hoping to drown them out. As it was found, however, that the admiral had left that vicinity, the expected results were not obtained, and the brigade was withdrawn to Baton Rouge.

Mr. Gabaudan's arrival subsequently with information that the admiral would be down at a certain day and desired, if possible, to communicate with us, determined me in the meanwhile to devise some sure plan to carry out his wishes. A reconnoissance with the aid of some army officers who had examined the ground previously was made, first, with a view to ascertain if skiffs could be used; second, if a line could be cut through the woods; and lastly, to find, if possible, a tree accessible and high enough to signalize from its summit. The first idea was pronounced entirely practicable, as they had demonstrated the fact by actually crossing in the manner indicated, the water for most of the way being from 3 to 20 feet deep. It was thought, too, that the ships might, from the highest point of their masts, be able to signalize to each other over the trees. With that view a light platform about 4 feet square was prepared, supported by an iron frame, and placed upon the royal masthead and the topgallant mastfitted for the first time in twelve months. Everything being ready on the day indicated, all ears were strained to catch the sound of the signal gun of our gallant commander in chief. At 10 a. m. it was heard, and immediately answered by us. The mastheads of the *Hartford*, too, were discovered from our crow's nest. Communication was at once established by the army signal officers, which were on board the two vessels, and a party sent with mails and dispatches. No decided opposition was offered by the enemy to our crossing, except in the last instance, when Mr. Swann and his men came near falling into their hands, but received timely warning by the force sent by the admiral to cover his exit from the swamp.

In conclusion, I would beg leave to request that Mr. Swann be promoted to acting master for the good and efficient aid rendered by him in this difficult and hazardous duty.

I have the honor to be, very respectfully, your obedient servant,
JAMES ALDEN,
Captain and Senior Officer Present.

Hon. GIDEON WELLES,
Secretary United States Navy, Washington, D. C.

[Telegram.]

DEPARTMENT OF THE GULF,
Algiers, April 27, 1863.

I wish you to proceed with the *Estrella*, *Arizona*, and *Sachem* up the Atchafalaya River and join the admiral at the entrance of the Red River. I wish you also to take on board the boats between 200 and 300 tons of hard coal for the admiral. Inform me by telegraph if you can accomplish this. If so, I will send over the coal.

H. W. MORRIS,
Commodore and Senior Officer.

Lieutenant-Commander A. P. COOKE.

[Telegram.]

DEPARTMENT OF THE GULF,
New Orleans, April 28, 1863.

SIR: I am ordered by the commanding general to send you the following communication from Admiral Farragut:

U. S. FLAGSHIP HARTFORD,
Above Port Hudson, April 24.

General BANKS: I am glad to hear of your success. I can hear nothing from Grant until the five gunboats from Vicksburg arrive. Till then I have none that can pass Fort De Russey at Gordon's Landing. Port Hudson is on half rations. Soldiers discontented. The enemy has sent to Arkansas for troops for Taylor. There is nothing to impede communication with me in the Atchafalaya.

D. G. FARRAGUT,
Rear-Admiral.

Very respectfully, your obedient servant,

ROBERT T. DUNHAM,
Captain and Assistant Adjutant-General.

Captain COOKE,
Flagship *Estrella*.

[Telegram.]

DEPARTMENT OF THE GULF,
New Orleans, April 28, 1863.

The *Sachem* is here waiting for a pilot to come around from Berwick Bay to take her in there. He was telegraphed for yesterday by Captain Crocker. I will send also the *Reliance*, if possible, with the *Sachem*. Am I to understand that you can take 150 tons of coal for the admiral besides that which you will require for your own vessels? If you think that the *Calhoun* can go up with you, take her. I presume she can not go.

HENRY W. MORRIS,
Commodore and Senior Officer.

Lieutenant-Commander A. P. COOKE.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Colonel Ellet, U. S. Army, commanding U. S. ram *Switzerland*, for a reconnoissance in Red River.

HEAD OF OLD RIVER, April 29, [1863].

SIR: You will proceed up Red River to the mouth of the Black and make enquiry as to the state of affairs above, and if all is well go up

to Fort De Russy. If that fort is abandoned, land and destroy the casemates; take the iron on board, as well as any guns that may be left there, and throw the remaining articles in the river.

If you hear of the enemy's gunboats being below Alexandria, do not go above Fort De Russy, but return to this place and report; but if you hear that the boats have all gone above the falls and that General Banks is in Alexandria, then go ahead to Alexandria and communicate with him.

Send me a skiff from the mouth of Black River with a note reporting progress, and also one from Fort De Russy if you go beyond that point.

Very respectfully, your obedient servant,

[D. G. FARRAGUT,]
Rear-Admiral.

Lieutenant-Colonel ELLET,
Commanding U. S. Ram Switzerland.

P. S.—Keep in sight of each other, so as to render assistance if necessary.

Report of Major-General Banks, U. S. Navy, regarding opening of communication for supplies.

HEADQUARTERS DEPARTMENT OF THE GULF,
Brashear City, April 30, 1863—6 a. m.

DEAR SIR: I modify my dispatch sent to the admiral so far as to recommend the union of our forces on the Bayou Sara. My fear was that our supplies could not be made secure, but upon further reflection I am satisfied that with the force you propose to send and my own we can march directly to the rear of Port Hudson and thus open communication by the way of Baton Rouge for all supplies. In this view the Bayou Sara route is the most feasible. We are anxious to hear from you. There is no news here.

Very truly, yours,

N. P. BANKS,
Major-General, Commanding.

Major-General GRANT.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Colonel Ellet, U. S. Army, to communicate with the naval force at Grand Gulf.

OFF RED RIVER, *May 1, [1863].*

SIR: You will proceed with the ram *Switzerland*, under your command, to Grand Gulf, Miss., and if possible you will communicate with the United States naval forces at that place and deliver to the commanding officer my dispatches. You will also give him such information as you possess or may obtain on your way up.

Do not attempt to pass the batteries at Grand Gulf, but communicate across the point if the enemy have no forces on the Louisiana shore.

You will return to me with your reply or the result of your trip and on your way down destroy all the flatboats, particularly at Natchez.

If you do not find us off this place you will know that we are down the river and you will continue down to join us.

Very respectfully, your obedient servant,

[D. G. FARRAGUT,]
Rear-Admiral.

Lieutenant-Colonel ELLET,
Commanding U. S. Ram Switzerland.

Letter from Rear-Admiral Farragut, U. S. Navy, to Acting Rear-Admiral Porter, U. S. Navy, regarding operations in west Louisiana.

U. S. FLAGSHIP HARTFORD,
Off Mouth of Red River, May 1, 1863.

DEAR ADMIRAL: I am still here blockading this river and doing all in my limited power to cut off the enemy's supplies. I go down to the mouth of Old River, just above Port Hudson, once a week to communicate with the fleet below. General Banks has made a raid into the Opelousas country, defeated Taylor, captured some 2,000 prisoners and some of their best officers; has pushed on to Opelousas, and when last heard from was within 30 miles of Alexandria, with the enemy flying before him and the whole country panic stricken.

The enemy have deserted the Atchafalaya and removed their guns from Fort De Russy, on the Red River; they have all gone up to Alexandria, where they will make their stand. They are looking for Kirby Smith with reinforcements from the Washita [Ouachita], and if I had two, or even one, of your ironclads, I would now be at Alexandria to meet Banks, and could easily cut off the fleet of Kirby Smith at the mouth of the Black River.

Do send me one or two of your ironclads for this service; it will only last a few days, and you certainly can not operate anywhere else to so great advantage for our country.

If you do not send me a force of at least two boats, I shall be obliged to relinquish my blockade and go down the river, as my fuel will be nearly expended. I now prevent the enemy from sending forces from Port Hudson to Taylor, and with one or two ironclads could capture Kirby Smith's whole fleet at the mouth of Black River.

I hear through rebel sources that our cavalry have made a raid on Jackson railroad and torn up a considerable portion of it, and that they have even penetrated to Jackson. No doubt that the enemy has sent every man they could spare to Johnston in anticipation of his fight with Rosecrans, and I do not believe there are 20,000 troops left in Vicksburg nor over 10,000 at Port Hudson. Now is the time to attack. Do send the gunboats.

Very truly, yours,

D. G. FARRAGUT,
Rear-Admiral

Acting Rear-Admiral DAVID D. PORTER, or
COMMANDING NAVAL OFFICER,
Grand Gulf.

P. S.—I send this by Lieutenant-Colonel Ellet, of the *Switzerland*, who is a very efficient and active officer, ready and willing to do any-

thing in his power. He will return with your answer to me, and when I go down the river I shall have to send him up to you, as he prefers that to going to New Orleans.

Yours, truly,

D. G. FARRAGUT,
Rear-Admiral.

I am informed by a refugee carpenter I have on board that the rebels are building an ironclad ram at Shreveport with a steel prow, as they say, in the shape of a V, lying horizontally. It is for this vessel they intend the two guns (IX and XI inch) which they saved from the *Indianola*. These guns are now at Alexandria awaiting the ram. They do not appear to think she will be finished this high water.

D. G. F.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Grant, U. S. Army, regarding naval and military operations in west Louisiana,

OFF RED RIVER, *May 1, [1863].*

DEAR GENERAL: I herewith enclose to you a communication brought from General Banks by my secretary, who went down past Port Hudson in a skiff, carrying my dispatches to General Banks and the fleet below. Its soiled condition is owing to the secretary being compelled to carry it in his mouth when pursued by the enemy's pickets on his return to the ship across the peninsula.

General Banks has defeated General Taylor at Pattersonville, on the Teche, capturing 2,000 prisoners. Our gunboats captured the *Queen of the West*, *Diana*, and one other; the *Queen* was burned, but we got her guns. The enemy was flying before General Banks, who, when last heard from, was at Holmesville, within 30 miles of Alexandria. Kirby Smith has gone up to Arkansas for reinforcements for Taylor, and if I had one or two of Admiral Porter's vessels to send up to the mouth of Black River I could capture Kirby Smith's whole fleet; by remaining here I prevent them from sending reinforcements from Port Hudson to Alexandria. General Banks, learning that the gunboats of Admiral Porter had passed Vicksburg, calculated on my being able to meet him at Alexandria, and so I will if the boats come down to me. I have written a most imploring appeal to the admiral for them; otherwise, my time and fuel being nearly expended, I shall soon have to abandon my post and return to New Orleans.

The enemy have sent every man that they can spare to Johnston in anticipation of the coming battle between him and Rosecrans.

If I had obtained the two ironclads I asked for I would have been, I think, this day with General Banks in Alexandria. How it will be now I can not say.

The enemy has removed the guns of the *Indianola* from Fort De Russy, on Red River (where the *Queen of the West* was captured by us), to Alexandria to defend that city. There are no guns between this and Alexandria, but this ship draws too much water, and the two small boats would be captured by the enemy's fleet of gunboats and transports by boarding. I can get no news from General Banks since Monday last.

We learn through rebel sources that your cavalry has made a most successful raid on the Jackson railroad. I sincerely hope it is true.

Very truly and respectfully,

[D. G. FARRAGUT,]
Rear-Admiral.

Major-General U. S. GRANT,
Commanding Department of the Tennessee.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Banks, U. S. Army, proposing cooperative movements against Alexandria, Red River.

FLAGSHIP HARTFORD,
Off Red River, May 1, 1863.

DEAR GENERAL: Two hours before the arrival of the *Arizona* I sent the *Switzerland* up to Grand Gulf to communicate with General Grant and Admiral Porter. They are very busy at work on Vicksburg. He has sent 1,500 cavalry to break up the railroad leading to Jackson. I heard of the gunboats at Grand Gulf, and so sent to beg for two ironclads to cooperate with you, and hope to have them; but if my gunboats come up I will be with you at Alexandria. They have deserted Fort De Russy and taken the guns to Alexandria, and say they will make their stand there. The guns are all removed from Fort De Russy. We saw a man who saw the guns on the boat taking them up, but there is a general stampede and we ought to press on. I will send the gunboats to the mouth of Black River, where Kirby Smith is said to be gone up to Arkansas for reinforcements, and we can capture them if we get there in time. You say truly, general, that everything is dependent upon time; that is, celerity of movement will keep up the panic, although I believe that General Grant is about to attack the city of Vicksburg. Still I hope to get one or two ironclads. Alexandria is their great machine shop; break them up, and they are more injured than in any other way. If they have time the *Webb* and other steamers will get above the falls. I was going down to communicate with Alden to-morrow, but will wait for the gunboats to know that they are going up to Black River.

Wishing you every success, I remain, very truly, yours,
D. G. FARRAGUT,
Rear-Admiral.

Major-General BANKS.

Report of Rear-Admiral Farragut, U. S. Navy, regarding general operations above Port Hudson.

No. 87.]

FLAGSHIP HARTFORD,
Off the Mouth of Red River, May 2, 1863.

SIR: Since my last dispatch I have been maintaining the blockade of Red River and doing the enemy between this place and Port Hudson all the injury in my power. I have on two occasions caught their stores in transitu, and destroyed a large quantity of corn meal, potatoes, sugar, and molasses at Bayou Sara; I have also destroyed their flatboats and taken their other boats wherever encountered. The ram *Switzerland*, on her last trip down, captured two fine metallic lifeboats, which we needed very much, as this ship's boats are nearly all destroyed.

I have not returned to New Orleans from the belief that we are doing the enemy most harm at this juncture where we are—

1st. By cutting off his supplies to Port Hudson from the west bank of the Mississippi.

2d. By preventing him from sending reinforcements from Port Hudson to the rebel General Taylor, whom General Banks is now pursuing toward Alexandria.

We hope also to prevent Kirby Smith from reinforcing Taylor with troops which he (Kirby Smith) has gone to Arkansas for. I have not a sufficient force to stop him at the mouth of Black River, and have therefore sent to beg of Admiral Porter that he will send me two ironclads, and if they arrive in time I will either cut off Kirby Smith or cooperate with General Banks against Alexandria. If my light-draft gunboats come up the Atchafalaya I will try it with them, but their machinery is so exposed that they are a very poor dependence in these narrow rivers, which are just suited to the ironclads. If Admiral Porter had given me two of his vessels I should have had all the boats in Red River by this time.

Our gunboats captured the fort at Butte-à-la-Rose and the rebels have deserted all their other fortifications on the Atchafalaya River and Fort De Russy on the Red River, carrying all their guns to Alexandria, where all their workshops are, and there they say they will make a stand, but the refugees I have on board all say that the people of Alexandria are at least one-half Union.

I received last evening per U. S. S. *Arizona*, via the Atchafalaya River, a dispatch from General Banks, wishing to know if I could cooperate with him against Alexandria, to which I replied that I would do so to the extent of my ability so soon as the gunboats arrive from above or below.

It is thought that General Grant is about to attack Vicksburg.

Admiral Porter's gunboats have attacked Grand Gulf. I do not know why, nor the result, but will learn as soon as the *Switzerland* returns.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Major-General Banks, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, regarding the importance of occupying Red River to Alexandria.

HDQRS. DEPARTMENT OF THE GULF, 19TH ARMY CORPS,
Opelousas, La., May 3, 1863—12 noon.

DEAR SIR: Your dispatch, with copy of that to General Grant, was received yesterday at 5 p. m. Captain Dunham left at 1 o'clock to urge forward the *Reliance* and *Sachem*. Commodore Morris promised me these boats should be dispatched immediately to Berwick Bay on April 28. They must be there. If so, they will join you to-morrow; if not, Captain Dunham will find them and push them forward. Commodore Morris promised me to send you a coal transport at once. It is of vital importance that we occupy the Red River exclusively to Alexandria. Your boats and those at Grand Gulf will accomplish it beyond possibility of failure. I pray God they will send them to

you. I can not hold this country alone. Appeal to the boats at Grand Gulf again to assist us. If we hold the country west of the Mississippi, as we now can, Vicksburg and Port Hudson must fall. We want but the corps that General Grant promised to cooperate with us to do this effectually.

Butte-à-la-Rose was captured on April 20. Communication with you was not opened till May 2. There has been criminal delay in this. I spent twenty-four hours on the Atchafalaya myself to effect it at last.

I shall move a portion of my corps to Alexandria to-morrow (Monday) to ascertain the force and prospects of the enemy, following up with my whole force, ready to cooperate with you if you ascend the Red River, keeping in communication with you by the Atchafalaya and Opelousas. Send me report of what you can or hope to do by the *Cornie*, that takes this dispatch. It is not necessary for Kirby Smith to come down to the mouth of the Black River. He can cross from the Washita [Ouachita] by a road from Monroe, another at Copenhagen, another at Harrisonburg.

Yours, very truly,

N. P. BANKS,
Major-General, Commanding.

Admiral FARRAGUT.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Hart, U. S. Navy, commanding U. S. S. Albatross, to conduct a reconnoissance to Fort De Russy, Red River.

OFF RED RIVER, *May 3*, [1863].

SIR: You will proceed with the U. S. S. *Albatross*, accompanied by the *Estrella* and the *Arizona*, up Red River on a reconnoissance. At the mouth of Black River you will make diligent enquiry as to whether any steamers have passed down the Black and up the Red River during the last week carrying troops. Then proceed up to Fort De Russy and ascertain, as well by observation as by enquiry along the river, if it has been abandoned; if so, you will carry out so much of my order to you of April 29 as relates to the disposition of the casemates and articles found there, provided this will not occupy too much time.

I am told that you can shell the fort from a point below without risk to your vessels. If so, throw in a few shells to satisfy yourself that it is abandoned, after which you will return and report to me the result of your observations and information.

I wish you to use every precaution against sharpshooters and surprise, and if attacked by a superior force of boats, fall back upon this ship.

On your way, if you see any wood which you require, inform the people that we will pay them \$3 per cord for it, and give them a receipt for what you take, but I understand that all the wood between the mouth of Black River and Fort De Russy has been seized for the use of the Confederate Government, in which event you will take what you require without paying for it.

Very respectfully, your obedient servant,

D. G. FARRAGUT
[*Rear-Admiral*].

Lieutenant-Commander JOHN E. HART,
Commanding U. S. S. Albatross.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Cooke, U. S. Navy, commanding U. S. S. *Estrella*, to proceed on reconnoitering expedition in Red River.

OFF RED RIVER, *May 3, [1863]*.

SIR: You will proceed, in company with the *Arizona* and *Albatross*, up Red River on a reconnoissance, to ascertain if troops have passed down the Black and up the Red River to reinforce General Taylor, and thence to Fort De Russy, to see if that fort is abandoned. The orders are given in full to the senior officer, Lieutenant-Commander Hart, but I wish you all to consult together and act with a view to carry out my instructions to the best advantage, and then return to me.

Very respectfully, your obedient servant,

[D. G. FARRAGUT],
Rear-Admiral.

Lieutenant-Commander A. P. COOKE,
Commanding U. S. S. *Estrella*.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Banks, U. S. Army, regarding departure of naval force for cooperative movement upon Alexandria.

OFF RED RIVER, *May 4, [1863]*.

DEAR GENERAL: The ram *Switzerland* returned last night, accompanied by Admiral Porter and four ironclads, and he will be at Alexandria before you can possibly get there. He took Grand Gulf after a hard fight of five hours; found there heavy preparations for fortifying that place. I trust you will be able to reach Alexandria as nearly as possible at the same time with Porter.

I send you the dispatches of General Grant.

As soon as Alexandria falls I wish to be at work below Port Hudson. Porter above, and my fleet below, and a moderate army force in the rear, and Port Hudson must fall. I do not think there are 12,000 men there; they sent 5,000 to Grand Gulf.

We captured 400 soldiers at Grand Gulf.

I am told that the ironclads are on their way down to me, and it will rest with me to decide whether I shall attack Port Hudson or Mobile first. I will consult with you when I go down. I have been waiting for the return of my gunboats which I sent up to Fort De Russy, so as to give you correct information on the subject of their defenses, and also in relation to Kirby Smith's troops from Arkansas. Porter does not believe he will get them.

Later: While writing the above your aid-de-camp, Lieutenant Sargent, arrived with a dispatch for General Grant and one for myself.

I shall not need the *Sachem* or *Calhoun* up here, now that Admiral Porter takes the expedition in charge, and he will also take charge of the river between Port Hudson and Vicksburg, while I shall proceed down the river as soon as circumstances will admit and look to my squadron below, which I have so long neglected; but I think it will be to the advantage of the country in the general result.

As Admiral Porter has concluded to go up this evening, I shall not detain your aid any longer to await the result of my reconnoissance, but will dispatch him at once.

Very respectfully and truly,

[D. G. FARRAGUT],
Rear-Admiral.

Major-General N. P. BANKS,
Commanding Department of the Gulf.

[Signals.]

U. S. S. HARTFORD,
Opposite mouth of Red River, May 4—1 a. m.

My compliments.

FARRAGUT,
Admiral.

PORTER,
Admiral, Ironclad Benton.

I will be on board immediately.

PORTER.

NEAR PORT HUDSON, *May 5—12:30 p. m.*

Did Swann get over safely? I am in communication with Banks and Grant. Porter arrived Sunday night with four ironclads, and is now up Red River.

FARRAGUT,
Admiral.

Captain ALDEN.

Swann is here. Large lot of corn at lower mouth of False River. Two regiments of Illinois cavalry, from Tennessee, reached Baton Rouge on the 2d; left the 27th. They came down the Jackson and New Orleans Railroad, destroying much of it; all the bridges, cars, and locomotives. Heard heavy firing on the 29th at Grand Gulf. Lost 1 man killed, 5 wounded. Now is the time to take Port Hudson.

A.

MAY 5.

I hope to be at New Orleans the last of the week. Order up the mortar boats, the *Essex*, and the *Genesee*. Shell Port Hudson every night at a different hour for an hour or two until the *Hartford* passes down.

FARRAGUT.

Captain ALDEN.

We will not communicate across the point. Too much risk.

FARRAGUT.

MAY 6—6:30 A. M.

Can not say when the *Hartford* will return, but not until to pass below Port Hudson.

FARRAGUT.

Captain ALDEN.

Instructions from Rear-Admiral Farragut, U. S. Navy, to Commodore Palmer, U. S. Navy, before the departure of the former for New Orleans.

OFF MOUTH OF RED RIVER, *May 6, [1863].*

COMMODORE: My presence being required at New Orleans, I shall leave you in command of the blockade of the Mississippi between Red River and Port Hudson until after the attack shall have been made against Alexandria by Acting Rear-Admiral Porter in conjunction with General Banks.

It is reported that the presence of our vessels in this vicinity has straitened the troops at Port Hudson, as well as the inhabitants. You will therefore rather tighten than relax the blockade, for which purpose I will leave you the *Arizona* and *Estrella*, that you may keep one of your three gunboats constantly between Bayou Sara and Port Hudson, making a trip in exchange every few days to report to you.

As soon as Alexandria is reduced, or abandoned by our forces, Acting Rear-Admiral D. D. Porter will have at his command ample force to assume the control of the river to Port Hudson, and you will be at liberty to use your own judgment in running the batteries (if they are not by that time abandoned by the enemy) and rejoining me at New Orleans. Should you, in the meantime, require coal, I think Acting Rear-Admiral Porter will have it sent for, as he will doubtless require some for his own fleet. The ram *Switzerland* would be a valuable addition to your force, and I will ask Admiral Porter to permit you to retain her if he can spare her.

Captain Alden has been directed to render you all the assistance in his power or that you direct.

I shall communicate with you from New Orleans and see that your wants are cared for.

When the control of the river, as anticipated by the Department, is assumed by Admiral Porter, you will send the *Estrella* and *Arizona* down the Atchafalaya, the latter to the mouth of the Courtableau and the former to Berwick Bay, directing Lieutenant-Commander Cooke to report to me in person in New Orleans.

Wishing you a sweet and pleasant time, I remain,

Respectfully, etc.,

[D. G. FARRAGUT],
Rear-Admiral.

Commodore JAS. S. PALMER,
Commanding U. S. Flagship Hartford.

Letter from Rear-Admiral Farragut, U. S. Navy, to Acting Rear-Admiral Porter, U. S. Navy, announcing his intended withdrawal to New Orleans.

OFF RED RIVER, *May 6, [1863].*

DEAR ADMIRAL: Feeling that I have completed my mission of blockading the Red River until you should be able to reach it with your forces, and finding that my fleet has been suffering for want of my presence, I have determined to return to New Orleans. I shall leave Commodore Palmer to maintain the blockade until such time as you shall have reduced Alexandria. I am told by the best authority that we are pinching them so tightly that they talk of abandoning Port

Hudson, and, in fact, they have very few troops there now (so they report). I wish, therefore, that you would let Commodore Palmer have *Estrella*, *Arizona*, and *Switzerland* to keep up the blockade between the mouth of this river and Port Hudson as stringently as possible.

I destroyed yesterday 339 barrels of sugar and molasses and captured one of their flatboats with 2 hogsheads of sugar, which we took for the ship's company. We destroy everything that we find in the shape of boats. They have only a few left, one or two, which are secreted in Bayou Sara.

The cavalry which made the recent brilliant raid arrived in Baton Rouge on the 2d, with the loss of but 1 man killed and 5 wounded, after having cut nearly all the railroads and destroyed an immense amount of Confederate property and stores. The rebel papers say that it exceeds in dash and daring any exploit that has been performed during the war by either side.

Wishing you every success in the capture of Alexandria, and in our glorious cause, I remain,

Very truly, your friend,

[D. G. FARRAGUT],
Rear-Admiral.

Acting Rear-Admiral DAVID D. PORTER,
Commanding Mississippi Squadron, Flagship *Benton*.

Report of Rear-Admiral Farragut, U. S. Navy, transmitting report regarding a naval reconnoissance in Red River.

No. 88.]

FLAGSHIP HARTFORD,
Above Port Hudson, May 6, 1863.

SIR: Since my last dispatch, Acting Rear-Admiral D. D. Porter, having finished his work at Grand Gulf, determined to come down in person and cooperate with General Banks in the reduction of Alexandria. He arrived off Red River about 1 a. m. yesterday morning.

I have sent up Red River the three small gunboats, *Albatross*, *Estrella*, and *Arizona*, to make a reconnoissance and ascertain the true state of Fort De Russy, and also to ascertain, if possible, whether any reinforcements had been sent down to the rebel General Taylor from Arkansas.

On the arrival of the *Albatross* at Fort De Russy, two steamers, the *Grand Duke* and *Mary T*, were found to be there prepared as gunboats, and were apparently removing the guns from the fort. The steamers opened fire upon the *Albatross*. All the further particulars of the reconnoissance will be found in the report (A) of Lieutenant-Commander Hart.

The *Albatross* lost 2 killed and 4 wounded. One of the former, I regret to say, was Mr. I. B. Hamilton, a Red River pilot, sent from this ship; he was a young man who had just received his branch, and leaves sisters and a widowed mother in New Orleans, who were entirely dependent upon him for their support. He had a brother in General Grant's army, from whom no intelligence has been received for some months.

Mr. A. D. Merritt, pilot of the *Albatross*, was wounded by the same shot which killed Mr. Hamilton, and although both of his hands were

wounded, he, with commendable zeal and patriotism, offered his services to Admiral Porter, who took him up with his squadron. I herewith enclose the fleet surgeon's report of casualties (B).

Feeling now that my instructions of October 2, 1862, have been carried out by my maintenance of the blockade of Red River until the arrival of Admiral Porter, and learning both from the Department and from the newspapers that the ironclads are on their way down to me, I shall return to New Orleans as soon as practicable, leaving the *Hartford* and *Albatross* at the mouth of Red River to await the result of the combined attack upon Alexandria, but with orders to Commodore Palmer to avail himself of the first good opportunity to run down past Port Hudson.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosures.]

U. S. S. ALBATROSS,
Off Mouth of Red River, May 6, 1863.

SIR: Your orders of May 3, directing me to proceed with the U. S. S. *Albatross* under my command, accompanied by the U. S. steamers *Estrella*, Lieutenant-Commander A. P. Cooke, and the *Arizona*, commanded by Acting Volunteer Lieutenant Daniel P. Upton, to make a reconnoissance up the Red River, there to ascertain about the passage of transport steamers that possibly may have passed out of Black River to reinforce the rebels on Red River within the last week, then by observation, as well as by enquiry, ascertain if Fort De Russy was occupied or abandoned, and then to return and report to you the result of my observations, were received. As near as circumstances would permit I have carried out your instructions, and I very respectfully submit the following report:

At 9:45 a. m. (May 3) the *Albatross* left her moorings from alongside the Mississippi River bank and entered the Red River, followed by the steamers *Estrella* and *Arizona*.

After proceeding a short distance it was ascertained that the ordinary speed of the *Albatross* and *Arizona* much exceeded that of the *Estrella*, and that the three vessels would necessarily occupy a greater length of time in accomplishing the duty required than was at first supposed.

At midday captured a skiff containing a negro and three white men who were endeavoring to cross the river; their names were William S. Mills, ferry master; James M. Bunch, a Confederate soldier; and James A. Kayes, a farmer. I detained them as prisoners.

When we reached the neighborhood of the mouth of Black River I sent my boats with officers to visit all the houses there and to gain information with regard to steamers and troops from all who knew anything about things. We learned that there had been neither steamers nor troops passing for some time past.

At sunset we reached a point on the Red River, which was about 12 or 13 miles below Gordon's Landing, or Fort De Russy, where we secured our steamers to the trees on the banks of the river.

Captain Upton, of the *Arizona*, sent a boat with muffled oars to the nearest house up the river and secured two Frenchmen, the only male occupants. Through an interpreter they freely gave us all the information they were in possession of, which was that Fort De Russy was to be abandoned, and its guns were to be taken to Alexandria; no troops had gone up the river. These men were detained and treated kindly until we passed their houses, and they were put on shore.

On the following morning, at 5 a. m., May 4, the steamers got underway and stood up the river in the following order: *Albatross*, *Estrella*, *Arizona*. We entered a part of Red River that was exceedingly crooked, and instead of soft mud we now had a sandy bottom. Great care was required in turning the sharp bends so as not to ground on low points and sand bars. It was slow work, and in consequence we did not reach the first picket station of the fort until nearly 7 o'clock; no musket was fired by the guard to announce our approach; a pile of pine knots was ready to be ignited. A man came off and announced himself as being a strong Union man and offered assistance; we received him on board and we found him of some use to our pilots. As we steamed along the lookout aloft reported the smoke of steamers; our Union man told us that it was the smoke of two rebel steamers that were carrying away the *Indianola's* XI-inch gun and the ironwork of Fort De Russy to Alexandria.

We gave the men breakfast and then cleared the ship for action, got everything in place, and everybody appeared to understand that a hard fight might possibly be in store for them, and it was indeed satisfactory to see how willingly the officers and crew entered into the proper spirit. Your orders directed me to throw a few shell from a point below Fort De Russy, in order to satisfy myself that the place was abandoned. It was unnecessary to do so, for we saw by the smoke of the steamers that its immediate neighborhood was occupied, and I thought it best that the attack on the steamers, if it should be necessary to make one, should be commenced quite suddenly with a view to surprise them if possible.

At 3:20 passed another picket station with its pile of pine knots; here again no alarm was given as we went by.

At 8:40 saw ahead of us the sharp bend in the river and an open space that lies directly opposite the fort. A high piece of woods screened us from view, and all three vessels steamed along slowly and carefully.

The Parrott gun on our bows was carefully pointed, and three broadside guns were ready to discharge the very moment that we should emerge into the open view of our enemies. As we appeared before them a glance showed us the position of the river steamers and the situation of everything connected with the low fort. Two large rebel iron steamers, the *Grand Duke* and *Mary T.*, had their bows moored to the earthworks in such a way that their hulls were below the top of them; both boats pointed downstream, so as to head almost directly for the broadside of a vessel that was passing the cleared space and until she turned the sharp bend. There were three casemates on the battery, and alongside of one of the steamers was a flatboat with a very large gun, the XI-inch gun in all probability that was said to have been taken from the ill-fated ironclad *Indianola*; it was ready to be towed away. There was a heavy raft of large-sized logs stretched across the stream and secured by chains to trees on either bank, and

also by strong moorings to the bottom, in order to prevent the current from taking it downstream.

On the left bank of the river were 30 or 40 cavalry, with carbines, stationed behind the levee. With all this in plain view I did not hesitate to bring the steamer into action, and commenced with a discharge of five guns—the 30-pounder Parrott on the forecastle, three 32-pounder broadside guns, and the rifled 12-pounder Dahlgren howitzer on the quarter. My starboard side was presented to the enemy. The Confederates returned it promptly, and it was kept up on both sides vigorously until a dense cloud of smoke gathered between us; when it cleared away we went at it again. The enemy had the most guns and sent their shot and grape thick and fast; another cloud of smoke obscured us, and we took advantage of the occasion to turn our steamer so as to present the port battery to the enemy. When partly turned a 32-pounder ball came through the wheelhouse, carrying away the wheel, killing John W. Brown, seaman, and Mr. Hamilton, a pilot, belonging to the flagship *Hartford*, that was zealously assisting the pilot of the *Albatross*, Mr. Archibald D. Merritt. Mr. Merritt was thrown some distance and had both his hands wounded by the splinters of the wheel; he did not consider himself disabled, and although urged repeatedly to report himself to the surgeon he continued to give directions and advice until the action was ended. As soon as the wheel was gone came a critical time; scarcely a moment was to be lost. The relieving tackles were manned and the executive officer, Mr. DuBois, was ready for the emergency. There was no pausing or wavering on his part; had there been it might have resulted in precisely such a catastrophe as happened to the *Queen of the West* at this same place.

The current of the river and the eddies were working at cross purposes, and it seemed that the steamer for awhile could not be managed. Our bows were aground and then our stern, as we went ahead or backed, and it required the nicest management and undivided attention. No one but a cool man could have been able to accomplish what was desired, and Mr. DuBois did all that was required; he received prompt attention both from those in charge of the engine and those in charge of the helm.

The cavalry on shore was making efforts to pick off our men at the relieving tackles, and the solid shot and grape began to tell seriously upon our hull. We were hit repeatedly, a second shot passing under the wheelhouse, tearing the decks; a shot passed through the hull near the water line; another passed clean through both sides and just grazed the stream drum; another one went through the smokestack. The mainmast was cut half in two close to the deck; the foremast was hit about 15 feet from the deck; another shot cut the foreyard in two, which was lashed to the rail; the same shot in its flight tore up the deck and scattered splinters in every direction. We were hulled eleven times, and serious damage was done to our rigging and spars. We were forty minutes in action, fighting at a distance of not over 500 yards, and during that time we fired fourteen broadsides that were well directed, and while turning our head around so as to head downstream we used our muskets and rifles.

The *Albatross* went into the action all alone; two steamers were before her guns with a greater number of guns than she carried; on the upper decks of those steamers were sharpshooters, ensconced behind

large square timbers and cotton bales, and, besides, there was a force of cavalry on shore that was constantly firing upon the steamer.

I could not require my brave crew to do any more than they had done, and I withdrew from my precarious position as deliberately as I had entered it, firing as I went, having done all that lay in my power to disable the enemy; but they were behind earthworks, cotton, and heavy pieces of timber, and I was in a thin, frail steamer, whose sides a Minié ball could easily penetrate.

I might have been greatly assisted by the captains of the *Estrella* and the *Arizona* if they had obeyed my orders and had come to my assistance.

I was near enough to be heard, and I ordered them to come to me, and, fearing that my voice was not sufficiently strong, I asked Mr. DuBois to repeat my orders through his trumpet, and after his trumpet was knocked out of his hand by a Minié ball he repeated my orders without it to them to come up.

I feel quite sure that with both the other steamers I could have driven them (the rebels) away, have blown up the raft, and recaptured the *Indianola's* XI-inch gun and cleared the river.

It appeared to me, however, that I ought not to make the attempt just then, a second time, unless I could get a hearty and willing cooperation from the other two captains, and, besides, I had a crippled ship, with wounded and dead men to look out for. I gave orders to the other captains to follow me down the river, and I returned.

The conduct of our people exhibited the greatest bravery; they were ready and quick to obey.

The men on the main deck were in charge of Acting Master Charles P. Washburn, worked well, and did their duty well.

The Parrott gun on the bows was admirably served by Acting Master George H. Mundy and made telling shots; after one of his good shots there were clouds of steam that went up from one of the steamers.

The powder division, in charge of Acting Ensign William Harcourt, was in good order and efficient.

On my return down Red River I carried out your instructions with regard to the firewood. I offered the price per cord as you directed and think that it will be an inducement to several men to cut and cord up a quantity.

We met going up the Red River the Upper Mississippi fleet, under the command of Rear-Admiral Porter, and he desired me to say to you that he took the liberty of ordering the steamers *Estrella* and *Arizona* to join his fleet, and he also required a pilot, and Mr. A. D. Merritt, although wounded so as to be unable to use his hands, cheerfully volunteered to accompany him and was accepted.

Very respectfully, your obedient servant,

JOHN E. HART,

Lieutenant-Commander, U. S. Navy.

Rear-Admiral D. G. FARRAGUT,

Western Gulf Squadron.

U. S. FLAGSHIP HARTFORD,

Mouth of Red River, May 6, 1863.

SIR: I respectfully report the following casualties on board the U. S. S. *Albatross* during the engagement up Red River on yesterday, the 5th instant, viz:

Killed.—Mr. I. B. Hamilton, pilot, cannon shot; John W. Brown, seaman, cannon shot.

Wounded.—George Fife, seaman, cannon shot, thigh, severe; Mr. A. D. Merritt, pilot, hand, slightly; James Dunn, seaman, slightly; Frank Vincent, landsman, slightly.

Total, 2 killed, 4 wounded.

I have the honor to be, very respectfully, your obedient servant,

J. M. FOLTZ,
Fleet Surgeon.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Letter of congratulation from the Secretary of the Navy to Rear-Admiral Farragut,
U. S. Navy.

NAVY DEPARTMENT, *June 15, 1863.*

SIR: I have from time to time acknowledged the receipt of your dispatches detailing your movements since your successful and gallant passage of the Port Hudson batteries in ascending the Mississippi, but desire more especially to express the satisfaction that your recent operations have given the Department.

In blockading Red River, in maintaining possession of the Mississippi between Port Hudson and Vicksburg and cutting off supplies from those rebel strongholds, in intercepting large quantities of stores in transitu, in destroying the river transportation of the enemy, and in preventing his reinforcements reaching points successively attacked by our Army, you have carried out the wishes of the Department, well served your country and her cause, and inflicted serious injury upon those in arms against the Government. I congratulate you upon these achievements.

Having effectually kept up a surveillance of that portion of the Mississippi which circumstances will now permit Acting Rear-Admiral Porter to take charge of, it is hoped that affairs have arrived at such a state as to admit of your giving your attention to other important interests on the Gulf coast, and I trust that your future operations may be as successful and as gratifying as your past.

The Department is pleased to learn that the force off Mobile has been very successful recently in capturing the blockade runners to and from that port. The numerous captures are evidence of the lively trade that is carried on in that quarter and suggest the importance of increasing vigilance.

Your attention has within the past few weeks been drawn to the state of affairs about the Rio Grande, and I venture to refer again to this subject and to the importance of correcting, as far as may be in your power, the evils existing.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron, New Orleans.

[Telegram.]

NATCHEZ, MISS., *March 16, 1863.*

Sloop *Hartford* and gunboat *Monongahela* [*Albatross*] passed Red River this morning, going up.

W. S. LOVELL,

Lieutenant-Colonel and Acting Assistant Inspector-General.

Lieutenant-General PEMBERTON.

[Telegram.]

PORT HUDSON, *March 16, 1863.*

It is not safe to send a boat down. The *Hartford* and *Monongahela* [*Albatross*] are up the river. Last reports land forces had withdrawn. Fleet still in sight just below.

FRANK. GARDNER,

Major-General.

Lieutenant-General PEMBERTON.

Letter from Major-General Gardner, C. S. Army, to the commanding officer at mouth of Red River, reporting the landing of Federal troops.

HEADQUARTERS,

Port Hudson, La., March 17, 1863.

SIR: The enemy are landing troops from transports on the west side of the Mississippi. Their object must be to march above this place, and I think that cutting the Grand levee above now, as previously ordered by General Taylor, might interfere with their plans. I shall watch them closely.

I am, sir, very respectfully, your obedient servant,

FRANK. GARDNER,

Major-General.

COMMANDING OFFICER MOUTH OF RED RIVER.

[Telegram.]

JACKSON, *March 17, 1863.*

At Port Hudson the *Essex* fought at long range; did not pass up. They say she won't fight. The *Hartford*, with *Monongahela* [*Albatross*] lashed on far side, passed, the former much damaged; but both vessels passed Natchez on way up yesterday morning. On canal at Vicksburg dredging boat twice came in sight of lower batteries and twice was driven back. River falling slowly at 12 m. yesterday. Ironclad, protected with cotton, attacked Fort Pemberton, on Tallahatchie; withdrew after short encounter. Seven more transports have entered Pass since last Thursday; also fourteen regiments reached Memphis from above.

J. C. PEMBERTON.

General JOSEPH E. JOHNSTON,

Chattanooga, Tenn.

[Telegram.]

JACKSON, *March 18, 1863.*

Watch must be kept, and *Fulton*, with heavy guns, not allowed to go beyond a safe point. *Hartford* and *Monongahela* [*Albatross*] passed up from Natchez at 5:30 a. m. At what point on the Big Black do you think the guns best be unloaded?

J. C. PEMBERTON.

General BOWEN,
Grand Gulf, via Port Gibson.

[Telegram.]

JACKSON, *March 19, 1863.*

If the *Hartford* and *Monongahela* [*Albatross*] try to succeed in passing your batteries notify General Gardner, Port Hudson, immediately.

J. C. PEMBERTON.

General STEVENSON, *Vicksburg.*

[Telegram.]

VICKSBURG, *March 19, 1863.*

General Stevenson went to Snyder's this morning. In his absence, I would state that the *Hartford* and *Monongahela* [*Albatross*] passed Grand Gulf, coming up, at 7 a. m. to-day. They were struck repeatedly. The dredging boat made its appearance about 400 yards from the mouth of the canal yesterday. Three shells were fired at it, and it retired and has not been visible since. The water fell three-fourths of an inch during the last twenty-four hours.

JOHN J. REEVE,
Assistant Adjutant-General.

Lieutenant-General PEMBERTON.

[Telegram.]

VICKSBURG, *March 19, 1863.*

The Federal boats are at anchor just below Warrenton. The *Hartford* was struck ten times. The dredge can not work at day. If we had ammunition could prevent her at night.

C. L. STEVENSON.

Lieutenant-General PEMBERTON.

[Telegram.]

JACKSON, MISS., *March 25, 1863.*

The force now in Natchez is there to protect our telegraphic communication, and it is the duty of the officer to do so. If citizens are apprehensive on the approach of a hostile force they must leave. The officer is directed not to fire on gunboats unless an attempt is made to land or shall first fire on them. Temporary inconvenience must be submitted to for the general good.

J. C. PEMBERTON.

JOHN HUNTER, *Mayor, Natchez, Miss.*

[Telegram.]

JACKSON, *March 25, 1863.*

You will not fire on enemy's gunboats or otherwise molest him unless he attempts to land or shell the city. You should not display your troops to draw his fire on city, but must vigorously repel any attempt to land. He has already cut the telegraph wires on his passage up.

J. C. PEMBERTON.

Officer Commanding Confederate Forces at Natchez.

[Telegram.]

MARCH 27, 1863—1 p. m.

Surgeon [H.] McCormick, C. S. Army, escaped from the enemy last night and joined us. The gunboat sunk by us was the *Lancaster*; that which passed down, the monitor; the latter a total wreck. I send him to you to-day. The enemy have retreated from Black Bayou and Deer Creek. Ferguson is at junction of Deer Creek and Black Bayou.

STEVENSON.

[General PEMBERTON.]

[Telegram.]

GRAND GULF, *March 31, 1863.*

The *Hartford* and *Albatross* passed down at 8:15 this evening. Owing to neglect of signalmen over the river I had no time to heat shot. We fired in all about 60 shot. Struck them repeatedly; damage unknown. One of our 20-pounder Parrotts burst, killing and wounding 8 men.

JNO. S. BOWEN.

Lieutenant-General PEMBERTON.

[Telegram.]

VICKSBURG, *March 31, 1863.*

The *Vicksburg* burned. *Hartford* and *Albatross* gone down the river.

C. L. STEVENSON.

Lieutenant-General PEMBERTON.

[Telegram.]

VICKSBURG, *March 31 1863.*

The disabled boat went down the river with the *Hartford* and *Albatross*. The wires are down south of Edwards.

C. L. STEVENSON.

Lieutenant-General PEMBERTON.

[Telegram.]

JACKSON, *March 31, 1863.*

The wreck of the ironclad *Lancaster* is floating down the river. Keep a sharp lookout for it, and, if possible, tow it ashore and save the guns and engine.

J. C. PEMBERTON.

Major-General GARDNER,
Port Hudson.

Report of Brigadier-General Bowen, C. S. Army, regarding engagement with the enemy's fleet off Grand Gulf, Miss.

HQRS. 1ST BRIGADE, 2D DIVISION, ARMY OF MISSISSIPPI,
Grand Gulf, Miss., April 1, 1863.

MAJOR: I have the honor to report that the enemy's boats, three in number, passed down the river yesterday evening at 8:15. There having been reports of their approach during the day, everything had been held in readiness, the men at their guns and a regiment in the trenches. Night coming on, a detail was left at the guns (enough to manage them) and the infantry bivouacked in position. Owing to the negligence of the signal corps stationed over the river at Hard Times, and who should have been able to give timely notice, no warning was given during the afternoon, and at night no rocket was sent up to apprise us of their approach. They were perceived by the sentinel at the upper battery as they rounded the point and immediately opened upon. About twenty shots were fired from the heavy guns, twenty-one from the fieldpieces, and twenty-one from the Parrotts of Wade's battery. The vessels were struck repeatedly. Seven heavy shells were seen to take effect, one raking the *Hartford* from stem to stern. The firing from the field batteries was excellent, the shrapnel bursting over the decks; but I have no means of discovering what damage was inflicted on the ships, but the steam ram which passed the Vicksburg batteries was struck once amidships, swung round broadside to the current and floated down thus, firing a lee gun, which could only have been a signal of distress.

All the vessels lay about 10 miles below during the night, and passed on down this morning.

I regret to report that one of the 20-pounder Parrott guns burst at the fourth fire, killing 2, mortally wounding 1, and wounding 7, besides some scratches. I append a list.* I entered the battery just as the gun exploded, and it affords me pleasure to bear testimony to the gallant conduct of the men there. Though many were knocked down, besides the wounded, only an imperceptible pause in the firing was occasioned, the men sprang up and to the other guns so quickly. The lieutenant of the burst gun replaced No. 1 of the next piece, who was killed, and it would not have been possible for the enemy to have discovered the accident from any slackening of the fire.

The firing from the upper battery (Captain [J. B.] Grayson's) was excellent. The lower battery, where the accident occurred, was manned by Wade's and Guibor's companies of light artillery.

* Nominal list omitted, reports 2 men killed and 1 officer (Captain Henry Guibor) and 1 man wounded, of Guibor's battery; 1 officer (Lieutenant John Kearney) and 5 men wounded, of Wade's battery.

I inclose a report on the circumstances attending and the causes of the bursting of the gun.

Very respectfully, your obedient servant,

JNO. S. BOWEN,
Brigadier-General, Commanding.
 Major R. W. MEMMINGER,
Assistant Adjutant-General.

[Telegram.]

JACKSON, *April 4, 1863—3 p. m.*

Shall rejoice to receive heavy guns. Enemy made no demonstration yesterday up to 9 p. m. against Fort Pemberton, on Tallahatchie. Nothing to-day from there. I hope and believe we shall foil them; are increasing our strength there; river slowly falling. General Gardner reports last night 17,000 enemy have landed from four transports on opposite side of the river. Are bombarding us slowly from long range. Land troops entirely withdrawn. The *Hartford* and *Monongahela* [*Albatross*] anchored last night opposite Natchez, and started up at 5.30 this morning. Nothing important as yet to-day from Vicksburg. Heavy guns for Grand Gulf not yet in position. I see nothing unfavorable in present aspect of affairs.

J. C. PEMBERTON.

President JEFFERSON DAVIS.

[Telegram.]

VICKSBURG, *April 8, 1863.*

Bowen has three regiments and a section of artillery on the Louisiana side. The gunboats have moved up from Port Hudson. If they come up the river will he recross or hold that position?

C. L. STEVENSON.

Lieutenant-General PEMBERTON.

[Telegram.]

PORT HUDSON, *April 9, 1863.*

Farragut sent down a dummy last night, but only drew fire from sharpshooters. His fleet reported gone up the river.

FRANK. GARDNER,
Major-General.

Lieutenant-General PEMBERTON.

[Telegram.]

JACKSON, *April 10, 1863.*

Bowen reports from Grand Gulf two ironclads, eight guns each; one ironclad, nine guns; one ironclad, ten guns; one ironclad, eleven guns; one ironclad, thirteen guns; one ironclad, guns unknown; one

ironclad ram, three guns, in iron casemate in front; one small tug; two large transports, and one barge heavily laden. They are 1 mile below New Carthage.

J. C. PEMBERTON,
Lieutenant-General.

General GARDNER,
Port Hudson, La.

[Telegram.]

VICKSBURG, *April 13, 1863.*

A spy from the enemy reports that they are preparing two or three boats to pass our batteries as reinforcements to Farragut.

The steamer *Hines* is at Natchez. She had better come to Big Black.

C. L. STEVENSON.

General PEMBERTON.

[Telegram.]

JACKSON, *April 17, 1863.*

Troops sent to you were taken from Port Hudson, a brigade under General Buford; aggregate present, 4,065.

Enemy has now nine boats between Vicksburg and Port Hudson. He has land forces at New Carthage from Grant's army and can reinforce them to any extent. He can use nine boats to cross his troops to this side. Arrival of Lorenzo Thomas has changed enemy's plans, or his movement up the river was a ruse.

I ought to have back Buford's brigade. Certainly no more troops should leave this department.

Dispatch, signed Brigadier-General Chalmers, yesterday says:

Sixty-four steamers left Memphis Thursday loaded with soldiers and negroes ostensibly to assault Vicksburg.

The raft in Yazoo, at Snyder's Mill, has given away and gone entirely. Am therefore forced to strengthen batteries there at expense of Vicksburg.

J. C. PEMBERTON.

General Joseph E. JOHNSTON,
Tullahoma, [Tenn.].

[Telegram.]

JACKSON, *April 29, 1863.*

Enemy's gunboats attacked our batteries at Grand Gulf this morning from above and below. Very heavy firing. The telegraph wires are down. The enemy has, therefore, either landed on this side of Mississippi River, or they have been cut by Grierson's cavalry, which had reached Union Church, on road from Hazlehurst to Natchez. All the cavalry I can raise is close on their rear. Skirmishing with them yesterday evening.

J. C. PEMBERTON.

General S. COOPER,
Richmond, Va.

[Telegram.]

HQRS. DEPT. OF MISSISSIPPI AND EASTERN LOUISIANA,
Jackson, Miss., April 29, 1863.

Six gunboats, averaging 10 tons each, opened terrific fire upon our batteries at Grand Gulf at 7 a. m., and continued without intermission six hours and a half, when they withdrew; several boats apparently damaged. One, disabled, lying on Louisiana shore below. Our loss, 3 killed, including Colonel [William] Wade, General Bowen's chief of artillery; 12 or 15 wounded. Repairs are being made, expecting a renewal of attack to-morrow. Transports loaded with troops in sight, but inactive.

J. C. PEMBERTON.

General S. COOPER,
Richmond.

TULLAHOMA, [TENN.], *April 29, 1863.*

General Pemberton reports the enemy in force at [Hard Times], opposite Grand Gulf, with barges, indicating intention to attack Vicksburg. Depends on Army of Tennessee to defend northern Mississippi. That army can make no large detachments, except the cavalry near Courtland, which is opposed by 10,000 to 12,000 Federals from Corinth.

J. E. JOHNSTON.

General S. COOPER,
Richmond.

Reports of Captain Kelso, C. S. Army, commanding Confederate gunboats, regarding attack on Fort De Russy.

FLAGSHIP GRAND DUKE, *May 4, 1863.*

MAJOR: A ship of war mounting four guns on a side came up and opened fire on us this morning. We have some wounded, and I think on the *Cotton* some killed. The fire lasted about sixty minutes. We had to temporarily abandon the *Cotton*. We will return for her, as the enemy dropped down, as I thought, to secure a flank fire on us; but it is likely he, the enemy, is badly damaged.

I have the honor to remain, major, respectfully, your obedient servant,

J. KELSO,
Captain, Commanding Gunboat Fleet.

Major E. SURGET,
Assistant Adjutant-General.

P. S.—The enemy, three in number—the picket guard reported before we left—had all gone down the river at the highest rate of speed. A boat answering the description of the *Calhoun* laid behind the woods and assisted in the attack. She put two or three shells through us. We could not direct our attention to her, as it could not be exactly discovered where she was stationed.

The enemy set us on fire repeatedly, but it was extinguished by the energy of the steamboat men. I will shortly, major, make a full report.

FLAGSHIP GRAND DUKE, *May 13, 1863.*

MAJOR: I have the honor to submit the following report of the operations of this fleet since the 1st instant. Continuous fever, confining me to bed during a portion of the time and incapacitating me for work of any sort, has delayed the submission of this report till now.

In obedience to Special Orders, No. 106, and emanating from Headquarters District of Western Louisiana, I proceeded to Fort De Russy on the night of the 1st instant. I immediately made a full examination upon my arrival at the fort of the works and the position of the submerged guns. This examination was made after night, and the report made immediately. I found nothing to amend upon a renewed examination in the morning.

In twenty-four hours the submerged 32-pounder gun and all the undamaged property, excepting some pieces of railroad iron, was recovered and placed on board the barge ready to be towed to Alexandria, La. Just as this work was completed an advance of the enemy's gunboats (three in number) was reported by the pickets under command of Lieutenant [H. A.] Frederic, of the Signal Corps. Captain George Hite, of the steamer *Countess*, was immediately ordered by me to take the barge in tow. This he did, and steamed out of sight and danger up the river. In ten minutes after the enemy made their appearance. The leading ship proved to be a steam propeller with two masts, mounting four guns on a side, and a pivot gun of heavy metal on bow and stern. From the best information procurable, and the report of the pieces, the broadside guns were 32-pounders rifled cannon. This vessel took a position about 500 yards from us. The remaining vessels of the enemy's fleet took position in favorable and shelling distances behind the woods farther down the river. We fired twice on the leading vessel before she replied.

The engagement now became general, and for one hour the contest was hotly disputed. In twenty minutes after the engagement commenced the *Cotton*, under command of Lieutenant E. T. King, was disabled by the cutting of her steam pipe. Lieutenant King, however, continued to fight his boat with unflinching coolness. In a very short time after it was reported to me that all the steering apparatus of the flagship was shot away. In fact, all the mechanical contrivances by which communication is conveyed from one part of the boat to another, bell ropes, speaking tubes, etc., were shot to pieces. Captain White reported to me at the same time that he thought his boat unmanageable. The fight continued, however, with unabated energy until the leading gunboat of the enemy withdrew, apparently uninjured. This gave me the impression, and it was equally the impression of Lieutenant King, that, having divined our crippled condition, the enemy were drifting down the river in order to secure a position from which they could deliver the fire upon our unprotected flank. I therefore directed an examination to be made of our condition. This resulted in ascertaining that by passing the word from man to man the boat might be handled exclusively through the engines. Upon a brief consultation with my officers, I determined to run up the river a short distance, repair damages, and return. It seeming to me clear that should the three boats select their positions—as was practicable with them, owing to our damaged condition—that our destruction would be probable. We therefore ran up the river, repaired damages as rapidly as possible, and returned to the fort.

In the midst of the fight I observed with indignation and regret that the barge had been cast off from the *Countess* and had floated down against the raft. The *Cotton*, it was ascertained, could not be repaired at the fort, and it was absolutely necessary to save the barge and her valuable freight. I therefore took the *Cotton* and barge in tow and proceeded slowly toward Alexandria, La. The *Countess* made her appearance subsequently, and relieved us of the barge.

The *Grand Duke* was set on fire five times, but owing to the coolness and energy of Captain J. M. White, his officers and men, the fire was each time subdued.

I can not conclude the report, major, without bearing testimony to the signal good conduct of the officers and men of the Crescent Artillery. First Lieutenant W. Hervey and First Junior Lieutenant T. H. Handy behaved in a manner to excite the admiration and rivet the confidence of everyone who witnessed their intrepid conduct. Sergeant A. Mordis and Sergeant J. J. Dalton also deserve special notice for their admirable deportment during the action. When the alarm of fire was repeatedly given I did not observe a man relax his energies at the pieces. To Lieutenant E. T. King too much credit can not be awarded. He discharged his duties with a fearlessness and composure which inspired confidence in those around him, and elicited the applause of all whose position enabled them to observe him.

The conduct of Lieutenant M. Fogarty is reported to me by his commanding officer as deserving of high praise.

I beg leave to refer the enclosed list of wounded and missing on both boats.

I have the honor to remain, major, your obedient servant,

J. KELSO,
Commanding Gunboat Fleet, off Grand Ecure.

Major E. SURGET,
Assistant Adjutant-General.

[Enclosure.]

GUNBOAT COTTON,
Station, Grand Ecure, May 12, 1863.

List* of wounded and missing of Captain [E. W.] Fuller's company, Saint Martin's Rangers, May 4, 1863, on board C. S. gunboat *Cotton*, as follows: Wounded, officers 1, enlisted men 6, crew 3. Missing, enlisted men 1, crew 3.

E. T. KING,
Lieutenant, Commanding Gunboat Cotton.

J. GAUTREAUX,
Acting Orderly Sergeant.

List* of wounded of the Crescent Artillery on board flagship *Grand Duke*, May 4, 1863, as follows: Enlisted men wounded, 7.

W. HERVEY,
First Lieutenant, Commanding Crescent Artillery.

*Nominal list omitted.

[Endorsement.]

HEADQUARTERS DISTRICT WESTERN LOUISIANA,
Natchitoches, May 14, 1863.

Respectfully forwarded. Captain [J.] Kelso, in command of the gunboats *Grand Duke* and *Cotton*, was sent down to Fort De Russy to remove the guns, ordnance stores, and other public property left at that point, which was successfully accomplished and the enemy delayed in his advance up the river for forty-eight hours.

R. TAYLOR,
Major-General, Commanding.

Order of Commodore Bell, U. S. Navy, to Acting Volunteer Lieutenant Wade, U. S. Navy, commanding U. S. bark Arthur, to blockade Aransas Pass.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, March 16, 1863.

SIR: Proceed to your station off Aransas Pass and keep a strict blockade of that port and the adjacent coasts, and you will frequently sight the vessel blockading off Pass Cavallo.

You are expected to report to the officer commanding the blockade off Galveston, as opportunities occur, the necessities of the bark under your command; also all occurrences on that part of the coast which are of public interest.

Very respectfully,

H. H. BELL,
Commodore.

Acting Volunteer Lieutenant THOS. F. WADE,
Commanding U. S. Bark Arthur, off Galveston, Tex.

Order of Commodore Bell, U. S. Navy, to Lieutenant-Commander Read, U. S. Navy, to proceed to blockade duty in Sabine River.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, March 16, 1863.

SIR: At midnight following get underway and proceed off the Sabine River and take charge of the blockade there, in company with the *Cayuga*, keeping the commanding officer off Galveston informed, as opportunities occur, of the state of things at that pass and of your coal and provisions on hand.

Commander William H. Maconh is expected to be the senior officer on this coast.

Upon your arrival at Sabine send the *Sciota* down to this station.

Very respectfully,

H. H. BELL,
Commodore.

Lieutenant-Commander ABNER READ,
Commanding U. S. Gunboat New London, off Galveston, Tex.

Order of Commodore Bell, U. S. Navy, to Lieutenant-Commander Lewis, U. S. Navy, commanding U. S. S. Itasca.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, March 17, 1863.

SIR: If you should not be relieved before the 22d of this month, you will on that day proceed to rejoin the blockade off Galveston, examining the intermediate coast and harbors.

Very respectfully,

H. H. BELL,
Commodore.

Lieutenant-Commander R. F. R. LEWIS,
Commanding U. S. Gunboat Itasca, off Velasco, Tex.

Extract from report of Commodore Bell, U. S. Navy, regarding general matters.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, March 19, 1863.

SIR: I would respectfully inform you that the *Brooklyn* is quite short of everything. To-day she has fifteen days' rations for 321 persons. Total number of persons on board 421, and has 140 tons coal. I will wait four or five days longer and then go on half rations, trusting that you will supply me without delay with provisions, wood, and coal for the *Brooklyn*. She stows 330 tons coal.

* * * * *

On shore they are working on new batteries near the entrance to lower harbor. I observe by their papers that they congratulate themselves upon the arrival of Commander Catesby Jones, who served on the *Merrimack*, and subsequently fitted out two rams on the *Chatahoochee*. I have no doubt he is here to prepare the *Harriet Lane* for like service.

In this squadron we have many relapses of intermittent fever from those occurring in the river last summer.

* * * * *

Very respectfully, your obedient servant,

H. H. BELL,
Commodore.

Rear-Admiral D. G. FARRAGUT,
Comdg. West Gulf Blockading Squadron, New Orleans, La.

Report of Commodore Bell, U. S. Navy, transmitting copy of order to the commanding officer of the U. S. bark Arthur for the removal of Texas refugees from the Mexican shore.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, March 19, 1863.

SIR: The steamboat *Honduras*, employed by the quartermaster's department, arrived from the Rio Grande on the 16th with a detachment of First Texas Cavalry. The officer in command reported that

the Texans crossed the Rio Grande to Bagdad, on the Mexican side, on the 15th, and carried off to Texas Colonel Ed. J. Davis, their commanding officer, and five or six others, threatening to hang the colonel, and were hunting down other refugees who were hiding in the hills at Bagdad trying to get off. The officer of the detachment, Lieutenant Temple, wanted protection to get them off to the *Honduras*, and the *Arthur* being ready I dispatched Acting Volunteer Lieutenant Wade to the Rio Grande to give them his assistance and protection, then return to the blockade of Aransas and Lavaca. The *Honduras* being short of coal, I let her have 30 tons, although I could ill spare it.

Lieutenant Radetski, of the troops referred to, applied to me to send a flag of truce to General Bee, at Brownsville, to demand the release of Colonel Davis, but not perceiving the utility of it, and Brownsville being too far inland for my boats, I declined.

I enclose herewith copy of letter to Captain Wade.

Very respectfully, your obedient servant,

H. H. BELL,
Commodore.

Rear-Admiral D. G. FARRAGUT,
Comdy. West Gulf Blockading Squadron, New Orleans, La.

[Enclosure.]

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, March 16, 1863.

SIR: Proceed without delay to the mouth of the Rio Grande to render such assistance as will be in your power to Lieutenant Temple, of the Texan Volunteers, now on board of the steamer *Honduras*, in taking off from the Mexican shore to the said steamer such refugees from Texas as Lieutenant Temple may wish to receive.

In performing this duty you will bear in mind that the Mexicans are friendly, and you will be careful not to violate the neutrality of Mexico.

After having performed this service, return to your station on blockade off Aransas and Lavaca, reporting to the commanding officer off Galveston your proceedings.

Very respectfully,

H. H. BELL,
Commodore.

Acting Volunteer Lieutenant THOS. F. WADE,
Commanding U. S. Bark Arthur, off Galveston, Tex.

Order of Commodore Bell, U. S. Navy, to Acting Volunteer Lieutenant Hooper, U. S. Navy, commanding U. S. schooner Rachel Seaman, to blockade Matagorda and Lavaca.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, March 20, 1863.

SIR: Proceed off Pass Cavallo to blockade Matagorda and Lavaca, extending your cruising to Cany Creek and occasionally sighting the bark *Arthur* off Aransas. You will keep the officer in command of the blockade off Galveston informed from time to time, as opportunities occur, of the state of affairs on the coast and wants of the *Rachel Seaman*.

You will deliver the accompanying letter to the commander of the *Itasca*, blockading off Pass Cavallo.

Very respectfully,

H. H. BELL,

Commodore, Commanding U. S. Forces, Coast of Texas.

Acting Volunteer Lieutenant QUINCY A. HOOPER,
Comdg. U. S. Schooner Rachel Seaman, off Galveston, Tex.

Order of Commodore Bell, U. S. Navy, to Lieutenant-Commander Lewis, U. S. Navy, commanding U. S. S. Itasca.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, March 20, 1863.

SIR: Upon the receipt of this, you will immediately return to the blockade off Galveston and report to the officer in command of the blockade there upon your arrival.

Very respectfully,

H. H. BELL,

Commodore.

Lieutenant-Commander R. F. R. LEWIS,
Commanding U. S. Gunboat Itasca, off Pass Cavallo, Tex.

Letter from Brigadier-General Sherman, U. S. Army, to Commodore Morris, U. S. Navy, regarding operations near Brashear City, La.

HEADQUARTERS DEPARTMENT,
New Orleans, March 20, 1863—8 p. m.

COMMODORE: I have just received the following telegram from General Weitzel, from Brashear City:

General SHERMAN: I will be attacked to-night or shortly by the *Queen of the West*, and perhaps other boats. If they give me time until to-morrow I will fight them at Bayou Boeuf Bridge. If not, I will fight them at mouth of Bayou Chaver. Gunboats are what I want most.

G. WEITZEL,
Brigadier-General.

Very respectfully, etc.,

T. W. SHERMAN.

Commodore MORRIS,
Commanding, etc.

Letter from Rear-Admiral Wilkes, U. S. Navy, to Rear-Admiral Farragut, U. S. Navy, apologizing for the retention of the U. S. steamers R. R. Cuyler and Oneida.

U. S. FLAG-STEAMER VANDERBILT,
Havana, March 21, 1863.

MY DEAR SIR: I perhaps owe you an apology for not writing to you a line before, respecting the *R. R. Cuyler* and *Oneida*. The circumstances under which they fell under my command, viz, in the hot pursuit of the *Oreto* and *Alabama*, is, I make no doubt, sufficient to

excuse me, if any were necessary. Bailey had sent them over for the chase, and I joined, after being a few hours behind the *Oreto*, and we continued on in the chase as far as the Windward Islands, where I was obliged to leave the *Wachusett*, nearly broken down, the *Oneida*, and *Alabama* to blockade and search the various localities where the *Oreto* may have taken refuge. She last coaled at Barbados, only twenty-seven days after she had done so at Nassau, and subsequent to her destruction of the *Jacob Bell*, and it is believed, when I left, she sought refuge in some of the neighboring islands or reefs to effect repairs and meet coal. Under these circumstances I detained the *Oneida*. The *R. R. Cuyler* has long since, I hope, joined you.

I ought to state also that Captain Hazard has entirely broken down, and under a survey of surgeons is to go home. He leaves for Key West in the first vessel.

I need not, my dear sir, enter into any further details, as I well know and believe your views and wishes would correspond with mine, and you will indulge in the hope that it may result in the capture of the *Oreto* or *Alabama*.

I have had quite a row with the governor of Barbados about the coaling, etc., of the *Oreto*, and I think, although it can not well be proved, that the governor of the Bahamas and the governor of Barbados have had an understanding, through letters brought by Maffitt from the former, to afford him all facilities, notwithstanding her British Majesty's rules and regulations.

Very truly and sincerely, yours, etc.,

CHARLES WILKES.

Rear-Admiral D. G. FARRAGUT, U. S. Navy,
Commanding the West Gulf Squadron.

Report of Commander Alden, U. S. Navy, senior officer below Port Hudson, requesting instructions regarding the disposition of vessels at that point.

U. S. S. RICHMOND,
Below Port Hudson, La., March 21, 1863.

SIR: Since the admiral passed above the fortifications at Port Hudson on the night of the 14th instant several attempts have been made by the army to communicate with him across the land forming the bend of the river. A point necessary for that purpose has been gained, but the admiral was nowhere to be seen, and judging from the fact that several steamers from Red River have since yesterday visited Port Hudson I am satisfied that he has gone higher up, perhaps to Vicksburg. Under these circumstances, being entirely cut off from communication with the admiral, I feel it my duty, having most reluctantly given up the idea of making any further attempt to join him, owing to the crippled condition of this ship, to report to you, the second in command in the fleet, for instructions.

It is proposed to withdraw the army from here soon. I trust it will not be done, however, till the admiral has had sufficient time to return to the point named above, which I am sure he will do in a few days.

I have now here with me the *Monongahela*, with a defect in one of her crank pins, the heating of which prevented her getting by the

forts. The *Genesee* and *Winona* in good condition, also the *Essex*, with the Mortar Flotilla. As there is no prospect of our making another attack upon Port Hudson soon, would it not be well to drop the mortar vessels down as far as Baton Rouge?

One or two vessels here or at Baton Rouge would be quite sufficient to watch the enemy; the rest might be withdrawn if they are required elsewhere.

With great respect, I am, your obedient servant,
 JAMES ALDEN,
Commander and Senior Officer Present.

Commodore H. W. MORRIS,
Commanding U. S. S. Pensacola, and Senior Officer, New Orleans.

P. S.—To show you that there is a fraudulent attempt to conceal a defect in one of the crank pins of the engines of the *Monongahela*, I herewith enclose you the copy of a report of a board of officers ordered by me to investigate the same.

Respectfully, etc.,

JAMES ALDEN,
Commander.

Letter from the Secretary of War to the Secretary of the Navy requesting the services of a transport.

WAR DEPARTMENT,
Washington City, March 25, 1863.

SIR: Will you be good enough to inform me whether you can furnish convoy to a transport taking the command of Brigadier-General Ullmann in New Orleans; and if so, how soon.

Very respectfully, your obedient servant,
 EDWIN M. STANTON,
Secretary of War.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Endorsement.]

The Department has not vessels at the present time to convoy. If General Ullmann keeps inside of the Gulf Stream and near the coast as far as Key West he will be in the cruising ground of our men-of-war.

Report of Commander Alden, U. S. Navy, senior officer below Port Hudson, regarding affairs at that point.

U. S. S. RICHMOND,
Below Port Hudson, La., March 23, 1863.

SIR: I have respectfully to inform you that we have lost both bower anchors since we came up here—one on the night of the action, with 45 fathoms chain, which we were compelled to slip to avoid the burning *Mississippi*, and the other this morning in a heavy squall from the southward and westward, parting the jaws-harp or ring of the anchor.

Will you be pleased to send us one, at least, as soon as practicable? The weight should be from 6,000 to 7,000 pounds, including the stock.

The *Monongahela* has just gone on a trial trip to see if the difficulty with one of her crank pins has been remedied.

We hear nothing from the admiral. The enclosed paper is from a free mulatto, who lives up on False [Fausse] River. I have employed him to watch between that point and Red River and to bring me any information he can get from the flagship. He has been nearly to Red River once and returned. I expect him again very soon. I have no doubt that the admiral has gone to Vicksburg, from the fact that three or four steamers with supplies came down to Port Hudson two or three days ago. Their stay there, however, was uncomfortable and short, made so by the long-range rifle guns of the *Monongahela* and *Genesee*; indeed, they were driven away from under the guns of Port Hudson most effectually, so that there has been none there for two days.

The expeditionary force from the Army is still here. I have requested them to remain long enough to give the admiral a chance to return from Vicksburg, as I think he will like to rejoin the fleet below, leaving the *Hartford* to blockade Red River.

Respectfully, your obedient servant,

JAMES ALDEN,
Commander and Senior Officer Present.

Commodore H. W. MORRIS.

Report of Commodore Bell, U. S. Navy, forwarding letters from French consular officer.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, March 23, 1863.

SIR: I enclose herewith for your disposal seven letters* from Monsieur Théron, late consular agent for France. Some of these letters are addressed to high dignitaries, and one or two are apparently of a private character, though the stamp of the vice-consul of France is upon them all. He apprised me on the 8th of February of his dismissal by Mr. Davis. I shall be glad when so great a pest is out of the land.

Very respectfully, your obedient servant,

H. H. BELL,
Commodore.

Rear-Admiral D. G. FARRAGUT,
Comdg. West Gulf Blockading Squadron, New Orleans, La.

Report of Captain Goldsborough, U. S. Navy, of the capture of the schooner Clara, from Havana.

U. S. STEAM FRIGATE COLORADO,
Off Mobile, March 25, 1863.

SIR: The U. S. gunboat *Kanawha* this day captured the schooner *Clara*, from Havana, with a general cargo, while attempting to run the blockade at this port.

Very respectfully, your obedient servant,

J. R. GOLDSBOROUGH,
Comdg. U. S. S. Colorado, and Senior Officer off Mobile.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commodore Hitchcock, U. S. Navy, commanding at Pensacola, urging the need of increased force of men and vessels.

U. S. S. SUSQUEHANNA,
Pensacola Bay, March 25, 1863.

SIR: The condition of affairs in this squadron forces upon me the necessity of retaining men on board this ship whose times have expired. I have reported the circumstance to Admiral Farragut, but as communication with him is now cut off, can not receive a reply; even our communication with New Orleans is rare and uncertain.

Accompanying this is a statement of the expiration of times of the crew for the next three months. You will see by it that nearly all of the petty officers of this ship will be entitled to return home. Their places can not be filled. We have not received a man on board this ship since I have had the command above the rate of landsman. Three of our guns have to be manned by the marine guard.

Every vessel in this division of the squadron, except the two last arrived, are short of men. There are now in this port seven vessels, not any of them fully manned; one of them (the *Anderson*) has been here for months, not able to go to sea from want of men. *Potomac* only able to man five or six guns. The town of Pensacola has just been evacuated by the army. Under all these circumstances I trust that the Navy Department will approve of my retaining the men whose time has expired.

More vessels are required in this division of the squadron. The gunboats off Mobile have been on such constant service that the repairs have been only such as were imperatively necessary. The number has been too small to spare any from Mobile. Shortly a number of them will have to be taken off for repairs, if they do not break down entirely.

The *Pocahontas* has just come in with almost the whole bottom of her boilers gone. She also leaks badly at her bow near the garboard streak (22 inches per hour when underway). She is not fit for the service of blockade.

There is strong evidence that an attack will be made by the rebel force at Mobile when they get their ironclads down from Selma and Montgomery. That our force should be strengthened is to me very evident. Some of our gunboats can not make 7 knots, and all of them require repairs, which, as I have said, can not be given them from the force not being adequate to the duty required of them.

This ship I have reported as inefficient again and again. We have done all that it is possible to do with the means in our power, but her defects are beyond our means to remedy. She is almost useless, still counting for her number of guns.

Very respectfully, your obedient servant,

R. B. HITCHCOCK,
Commodore, Comdg. Division West Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of Captain Smith, U. S. Navy, to Lieutenant Schley, U. S. Navy, to report for duty on board the U. S. S. Richmond.

U. S. S. MONONGAHELA,
Near Port Hudson, March 26, 1863.

SIR: You will report to Captain James Alden, commanding U. S. S. *Richmond*, for duty on board that vessel.

Very respectfully,

M. SMITH,
Captain, U. S. Navy.

Lieutenant W. S. SCHLEY.

Order of Captain Smith, U. S. Navy, to Lieutenant-Commander Dana, U. S. Navy, to report for duty on board the U. S. S. Monongahela.

U. S. S. MONONGAHELA,
Near Port Hudson, March 26, 1863.

SIR: You will report without delay on board the U. S. S. *Monongahela* for duty.

Very respectfully,

M. SMITH,
Captain, U. S. Navy.

Lieutenant-Commander W. H. DANA.

Order of Captain Smith, U. S. Navy, to Lieutenant-Commander Macomb, U. S. Navy, to return to anchorage.

U. S. S. MONONGAHELA,
Near Port Hudson, March 26, 1863.

SIR: You will return to this anchorage.

Very respectfully,

M. SMITH,
Captain, U. S. Navy.

Lieutenant-Commander WM. H. MACOMB.

Orders for the picket boat.

U. S. STEAM SLOOP LACKAWANNA,
Off Mobile, March 27, 1863.

The boat to be well manned and armed; to carry a compass, kedge, lead line, water, blue light, and Coston signal No 3.

She will leave the ship (weather permitting) every even day of the month after sundown, and go alongside of the picket gunboat. When dark, so as not to be seen from shore, she will pull in (being governed by wind, tide, and weather) toward Sand Island and anchor in the channel way to keep a bright lookout for vessels or boats coming out of the harbor.

Should a steamer or a sailing vessel be coming out, the picket boat will burn a blue light. If two or more steamers are coming out, then

she will burn Coston No. 3, taking care to run securely into shoal water before making the signal.

The boat will return to the ship by daylight.

J. B. MARCHAND,
Captain.

Letter from the Secretary of the Navy to the Secretary of War, regretting his inability to furnish convoy for a transport for troops of Brigadier-General Ullmann, U. S. Army.

NAVY DEPARTMENT, *March 27, 1863.*

SIR: I have the honor to acknowledge the receipt of your letter of the 25th instant and to state in reply that the Department has not at the present time a vessel to convoy a transport taking the command of Brigadier-General Ullmann to New Orleans. If General Ullmann will keep inside of the Gulf Stream, and near the coast as far as Key West, he will be in the cruising ground of our men-of-war.

I am, respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Hon. E. M. STANTON,
Secretary of War.

Report of Commodore Bell, U. S. Navy, regarding general matters.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, *March 27, 1863.*

SIR: The steamer *Honduras*, on her way from the Rio Grande to New Orleans, gives me an opportunity to forward a letter to you.

Please receive herewith a duplicate copy of my dispatch to you by the coal bark *Brilliant*, which left here on the 19th for New Orleans via Sabine River.

You will find requisitions enclosed from the paymaster, engineer, surgeon, and master. I have eight days' full rations of beef and pork, but am on half rations on the *Brooklyn*.

The engineer reports 100 tons coal on board to-day.

I shall hold on to the blockade as long as I can, and then proceed to South West Pass for supplies; but I trust there will be no necessity for leaving.

The gunboats have on board at this time from four to five weeks' supplies.

I see nothing of the *Harriet Lane*, though I have every reason for believing she is in the bay above Red Fish Bank [Bar].

Besides the relapses of old cases of intermittent fever, there are several new cases occurring, and our quinine is nearly exhausted. We want a good supply of that article.

The schooner *Rachel Seaman* arrived on the 20th and she is now on blockade off Matagorda.

Very respectfully, your obedient servant,

H. H. BELL,
Commodore.

Rear-Admiral D. G. FARRAGUT,
Comdg. West Gulf Blockading Squadron, New Orleans, La.

Report of Commodore Bell, U. S. Navy, regarding disturbed condition of affairs at Matamoras.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, March 27, 1863.

SIR: I have a letter from Acting Volunteer Lieutenant T. F. Wade, commanding U. S. bark *Arthur*, dated off the Rio Grande. He informs me that there are 92 vessels lying off the Rio Grande, and that he fouled one of them in a norther, carrying away the *Arthur's* bobstays, cathead, and all her head gear, and is coming here to have his repairs made. I fear I have not suitable rope. He states that they threaten to capture him by fitting up a cotton barricade, and expresses his apprehension as to the consequences. The fact is, these sailing vessels seem to consider resistance to cotton bales as quite useless.

Captain Wade has also forwarded to me copy of a letter from the U. S. consul at Matamoras, expressing great apprehensions of the Texans attacking Matamoras for the sake of the plunder, as the governor of Matamoras has received a threatening letter from General Bee, the Texan commander, since the release of Colonel Davis. If they should attack, may not this be the first step toward a French alliance or French interposition? No man-of-war of any nation is there at present.

I think of sending a gunboat down for a short time, as I hear by private sources that the Texans captured an American schooner off the Rio Grande, in Mexican waters, a few days ago, and that they are fitting out a privateer at Brazos St. Jago [Santiago]. At the same time I don't see that we can keep her there, supplying her many demands on short notice. I am sure a gunboat is not a proper kind of vessel for that service.

Very respectfully, your obedient servant,

H. H. BELL,
Commodore.

Rear-Admiral D. G. FARRAGUT,
Comdg. West Gulf Blockading Squadron, New Orleans, La.

Report of Brigadier-General Sherman, U. S. Army, commanding defenses of New Orleans, regarding expedition to Wadesboro Landing, in Ponchatoula River.

HEADQUARTERS DEFENSES OF NEW ORLEANS,
March 27, 1863.

COLONEL: In reply to the verbal directions of Major-General Banks, conveyed by one of his aids this morning, I have the honor to state that no official report has yet been received from Colonel Clark, Sixth Michigan, in command of the expedition to Ponchatoula, but for the immediate information of the general, which I have received from a pencil note from Colonel Clark and from officers just from his command, I can furnish him the outlines. * * *

On that day [March 23] the Sixth Michigan Regiment was put on a little steamer (*Savery*) and three small schooners, sent up from New Orleans for that purpose and escorted by the little gunboat *Barrataria*

(two guns), ascended the Ponchatoula to Wadesboro Landing, a point 3 miles from a village of that name.

* * * * *

After some smart skirmishing on all sides, conducted, as I understand, in admirable order, the enemy, which was found to consist of three companies of cavalry, was entirely routed and driven off. Not a person appears to have been killed on our side, though Colonel Clark reports 6 wounded. What loss the enemy sustained I have not learned, except 1 officer and 4 privates taken prisoners.

* * * * *

Very respectfully,

T. W. SHERMAN,
Brigadier-General, Commanding.

Lieutenant-Colonel IRWIN,
*Assistant Adjutant-General, Department of the Gulf,
New Orleans, La.*

P. S.—I should have stated also that the schooner *Corypheus* (two guns) accompanied the expedition and covered the North Pass during the operation at Ponchatoula.

*Report of Captain Smith, U. S. Navy, requesting a survey on the
U. S. S. Monongahela.*

U. S. S. MONONGAHELA,
Off New Orleans, March 28, 1863.

SIR: I respectfully request that a survey may be ordered upon the machinery, hull, rigging, spars, and gun carriages of the U. S. S. *Monongahela* with a view of ascertaining what repairs are indispensable in the several departments to render the vessel efficient.

Very respectfully, your obedient servant,

M. SMITH,
Captain, U. S. Navy.

Commodore H. W. MORRIS,
Commanding U. S. Naval Forces off New Orleans.

*Report of Commodore Morris, U. S. Navy, senior officer West Gulf
Squadron in the absence of Rear-Admiral Farragut, U. S. Navy.*

U. S. S. PENSACOLA,
New Orleans, March 28, 1863.

SIR: In the absence of Admiral Farragut from here, who is now in the vicinity of Vicksburg, I have the honor to report as follows:

He instructed me before leaving here to open all his dispatches, and to act for him upon such of them as I could execute. He assigned to me at the same time the jurisdiction and control of all the matters appertaining to the whole squadron in this river below Port Hudson, as well as of those vessels stationed at the other blockading stations at Ship Island and at Pensacola.

In pursuance of these instructions, I have acted on the order transmitted to him from the Department in relation to ordering a court of enquiry on the conduct of the senior officer at Mobile Bar, upon the occasion of the rebel vessel *Florida* running past the blockading force and escaping to sea. The senior officer on that occasion was Commodore Robert B. Hitchcock, of the steamer *Susquehanna*. I have appointed Commodore William Smith, of the Pensacola navy yard, to act as senior officer of the court. I have also ordered Commodore Hitchcock to proceed north in the *Susquehanna* as soon as the court of enquiry in his case have finished it. I have directed that the proceedings of the court be forwarded immediately to the Department, and a duplicate copy of them to the admiral here. I ordered this court to be held now, as I deemed it very important for the *Susquehanna* to go north as soon as practicable, which could not be done until the court had been held on Commodore Hitchcock.

Lieutenant-Commanders Law and Wilson are detained here waiting for an order from the Department to try them by a court-martial for their conduct at Galveston on the occasion of the capture of the *Harriet Lane*. They are very desirous to be sent north, as they say all the witnesses in their cases have been sent there. Should the order for their trial arrive here before the return of the admiral to this place, I do not see how I can order a court for their trial, as I have not now officers here senior to them to form a court, and probably will not have when the order arrives. Will the Department please to instruct me what I shall do with them?

Surgeon Maccoun, of the *Mississippi* frigate, and her chief engineer, W. H. Rutherford, are here, unattached to any vessel. There is not now, and there may not be, any vessel wanting officers of their grade to which to order them. Surgeon Maccoun is very desirous to be permitted to go north, but I am not at liberty to permit him to go, unless a public necessity requires that he should be sent.

The late crew of the *Mississippi* are located for the present on board the different vessels of the squadron in this river for temporary residence. I have been obliged to order the paymasters of these vessels to issue to them such clothing and other necessities as their destitute condition required. I ordered Paymaster C. P. Wallach to go north and procure their accounts and return here with them as soon as practicable. In the meantime I transfer them to other vessels as they are wanted to fill existing vacancies in them. I dispose of the officers of that vessel and of the gunboat *Kinsman*, lately sunk at Berwick Bay, in the same manner.

The *Monongahela*, and probably the *Richmond*, will have to come down here to have their damages repaired, received in the battle at Port Hudson. The *Kineo* is now here having hers repaired. The *Katahdin* is now here undergoing repairs to her boilers. The *Brooklyn* is expected to arrive here every day for the same purpose from Galveston.

The expenses of the ordnance storehouse here are very great. These and other expenses for repairs and the purchase of necessary supplies for the vessels of this squadron, as well as the money necessary for the pay of officers and the payment of ration and grog money to the crews, consume the funds sent out here very rapidly. The admiral owes a large sum to General Banks—\$50,000, I think—which is still unpaid. I would respectfully recommend that \$200,000 be sent out as early as practicable to meet these expenses.

I have ordered Captain Melancton Smith to the temporary command of the *Monongahela* during the illness of Captain McKinstry, who is now in the hospital here from a severe contusion received in his leg in the battle of Port Hudson. When Captain McKinstry recovers, which will be in about a month from now, will the Department please instruct me as to what disposition they wish to be made of Captain Smith?

March 31.—I regret to inform the Department that I am in receipt of a telegraphic dispatch from Berwick Bay informing me of the capture of the U. S. S. *Diana* by the enemy in the Atchafalaya River whilst making a reconnoissance there. Her commander, Acting Master [T. L.] Peterson, and her executive officer, name unknown, were killed. I have not yet received a detailed report of her capture. I immediately dispatched the steamer *Clifton* into Berwick Bay and ordered the gunboat *Sachem* to proceed there also. I have just received another telegraphic dispatch informing me that the *Sachem*, on her passage around, sprung a leak and is now returning in a sinking condition.

I am, very respectfully, your obedient servant,

HENRY W. MORRIS,
Commodore and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Extract from report of Brigadier-General Grover, U. S. Army, commanding Fourth Division, of operations, March 26–April 20, 1863.

HEADQUARTERS FOURTH DIVISION,
Barre's Landing, La., May 2, 1863.

SIR: I have the honor to report, pursuant to instructions from the headquarters of the Nineteenth Army Corps, my division commenced embarkation on transports at Baton Rouge for Donaldsonville on March 26. * * *

On the 9th [April] it again marched and encamped at Brashear City, where it awaited transportation by water. Here I received orders to embark the division upon the gunboats *Estrella*, *Clifton*, *Arizona*, and *Calhoun*, under Lieutenant-Commander Cooke, and such transports as could at the time be obtained, and sail up through Berwick Bay into Grand Lake and to endeavor to effect a landing on its southwestern shore at Madam Porter's plantation, or some other more convenient point beyond, and there debarking to march to the Bayou Teche, cross, if possible, and move upon Franklin on the south side, with a view to cut off the retreat of the rebel garrison at Camp Bisland; or, in the event of their holding their position in their fortifications, to attack them in the rear. * * * It was not till late in the evening of the 11th instant that the division was entirely embarked.

It was my intention to have sailed at 2 a. m. on the next morning, but a heavy fog settled over the bay during the night and delayed our departure until 8 a. m., when we sailed up the bay, the *Clifton* leading. Nothing of consequence occurred in our course until 11:30 a. m., when the *Arizona* grounded off Cypress Island. Every means of possible application were at once used to get her afloat, but without effect,

and at 3:30 p. m. she was left and the flotilla proceeded on its destination and dropped anchor off Madam Porter's plantation about 7:30 p. m.

A reconnoitering party, under Lieutenant-Colonel Fiske, First Louisiana Volunteers, was at once landed in the ships' boats and the road and landing thoroughly examined. In about two hours this party returned, finding the road utterly impassable for even infantry, the lake for some cause having overflowed the greater part of it. The *Clifton* immediately weighed anchor, and sailing around the point about 6 miles farther, came to anchor at what is known as McWilliams' plantation.

* * * * *

I learn that the enemy had obtained information through their scouts of the passage of the flotilla and transports by Centreville, but a short distance from Camp Bisland, the day before, but had no information as to the force under my command. Immediately a courier was dispatched to Butte-à-la-Rose with orders for the rebel gunboat *Queen of the West*, and any others available, to move down into the lake and attack us by water, while a small force of cavalry and artillery from Camp Bisland, and another small force of infantry, cavalry, and artillery from New Iberia, was ordered to observe our movements and dispute our landing. These forces did not, however, have time to effect a junction before our advance guard, under General Dwight, had succeeded in taking up a strong position which perfectly covered it. Neither did their gunboats arrive until after we had cut our connection with the landing, and then only to meet with discomfiture and the loss of the *Queen of the West*. * * *

Careful reconnoissances were now made on our front and flank. The enemy was found to have taken up a new and still stronger position, his right supported by the gunboat *Diana*, but the greater portion of his force was massed on his left, opposite my right, and in such a position as to render the cutting of his line of retreat impossible. * * *

The gunboat *Diana* commenced moving up slowly. I immediately made preparations to receive her. Nims' battery was placed in position to open upon the *Diana*, and two companies of sharpshooters from the Thirteenth Connecticut placed in good position to pick off cannoneers. * * *

The *Diana* kept up a constant cross fire upon our position; but as the enemy, after some delay, showed no further disposition to attack, I ordered an advance on both fronts, whereupon the enemy immediately retired. The *Diana* dropped down the stream a short distance and was blown up and fired. A rebel transport, which had early in the day brought up reinforcements to the enemy was also burned. Very shortly after the retreat from my front Captain Perkins' cavalry, from General Banks' column, entered Franklin. * * *

I am, sir, very respectfully, your obedient servant,

C. GROVER,

Brigadier-General, Commanding Division.

Lieutenant-Colonel RICHARD B. IRWIN,

Assistant Adjutant-General, Nineteenth Army Corps.

Order of Commodore Morris, U. S. Navy, to Lieutenant-Commander Cooke, U. S. Navy, regarding cooperation with Brigadier-General Weitzel, U. S. Army.

U. S. S. PENSACOLA,
New Orleans, March 27, 1863.

SIR: Upon the requisition of General Banks, I have ordered the *Sachem* and the *Clifton* into Berwick Bay, to reinforce you against an apprehended attack from the *Webb* and *Queen of the West*.

I wish those two vessels to be released from this temporary duty, when their services can be dispensed with. Please inform me by telegraph when you can spare them from there.

You will consult with General Weitzel and afford him all assistance in your power.

Very respectfully, your obedient servant,

HENRY W. MORRIS,
Commodore and Senior Officer.

Lieutenant-Commander A. P. COOKE,
Commanding U. S. S. Estrella, and Senior Officer, Berwick Bay.

Capture of the U. S. S. Diana in Atchafalaya River, March 28, 1863.

Report of Lieutenant-Commander Cooke, U. S. Navy, commanding in Berwick Bay.

U. S. GUNBOAT ESTRELLA,
Berwick Bay, March 30, 1863.

SIR: I have to report that on the 28th instant the *Diana* was sent into Grand Lake on a reconnoissance with Lieutenant Allen, of General Weitzel's staff, and two companies of infantry on board. She was ordered to proceed down the Atchafalaya River as far as the mouth of the Teche and return by the lake. Disobeying this order, Captain Peterson attempted to return to Berwick Bay by way of the Atchafalaya. After passing the mouth of the Teche he was attacked from shore by field pieces and sharpshooters. The men fought well, the action lasting two hours and three-quarters. Early in the engagement Captain Peterson was killed, and his executive officer, Acting Master Hall, mortally wounded, also Master's Mate Dolliver, leaving but one officer, Master's Mate Weston, who behaved with the utmost bravery. The tiller ropes were shot away, the engines disabled, and she finally drifted ashore, when it was impossible to fight or defend her longer, and she ultimately surrendered to the enemy. As soon as the firing was heard at the bay, the *Calhoun* was sent into the lake to ascertain the cause. She arrived at the mouth of the Atchafalaya, where she grounded and remained until midnight.

Several of the crew of the *Diana* who escaped reached the *Calhoun* and informed Captain Jordan that the *Diana* had been captured in the Atchafalaya River, near Pattersonville. Captain Jordan, lightened his vessel by throwing overboard a portion of his coal, ammunition, and provisions and reached the bay at 2 o'clock a. m. on the 29th instant. The *Estrella* had gone below with a pilot for the *Sachem* and *Clifton*.

I have heard few particulars, but will send you a more detailed account of the affair as soon as it can be obtained.

Very respectfully, your obedient servant,

A. P. COOKE,

Lieut. Commander, U. S. Navy, Comdg. Forces, Berwick Bay.

Commodore HENRY W. MORRIS,

Senior Officer, New Orleans, La.

Report of Brigadier-General Weitzel, U. S. Army.

BAYOU BOEUF, *March 28, 1863.*

GENERAL: I ordered the *Diana* by the Grand Lake route to make a reconnoissance. I sent two companies of infantry and one of my aids to make it secure. Instead of taking the route I ordered, for some unaccountable reason they went by the Atchafalaya, right in the teeth of the enemy. I believe she and all on board are gone. The *Calhoun*, going to her relief, got aground; went without a pilot, because Government drove off all our pilots by insufficiency of pay. The *Estrella* started down to pilot in the boats and is 40 miles off. The wind is favorable to get the *Calhoun* off, but unfavorable to communicate with the *Estrella*. Just hurry on the Indiana battery with ammunition and I am right, even if they get all my boats.

G. WEITZEL,

Brigadier-General, U. S. Volunteers.

General BANKS.

[Telegram.]

BAYOU BOEUF, *March 28, 1863.*

The pilot of the *Diana* escaped; Captain Peterson is killed; Lieutenant Allen, my aid, is wounded; several officers killed and wounded. Gunboat in possession of the enemy; all the result of disobedience of instructions.

G. WEITZEL,

Brigadier-General, U. S. Volunteers.

General BANKS.

Report of Acting Master Jordan, U. S. Navy, commanding U. S. S. *Calhoun*, regarding attempted relief by that vessel.

U. S. S. CALHOUN,

Berwick Bay, off Brashear, La., March 29, 1863.

SIR: I have the honor to report to you that on 28th instant, whilst lying at the wharf at Brashear about 2 o'clock p. m., heard heavy firing up Grand Lake toward the mouth of the Atchafalaya, which I supposed was the *Diana* in an engagement with the enemy, as she went that way. Immediately cast off from the wharf to go to her assistance. I ran up Grand Lake as far as the mouth of the Atchafalaya, but, seeing nothing of nor hearing anything from the *Diana*, concluded to turn around and proceed to the bay. And whilst turning, the *Calhoun* ran upon sunken logs and stopped; reversed the engine and endeavored to back her off without success.

Ran out hawsers with kedge anchors astern and tried to heave her into deep water without effect. At 7 sent the gig in charge of Mr. R. C. Bostwick to Brashear for assistance. At 7:15 three men arrived and came on board from the *Diana* and reported that the *Diana* was captured. Knowing the position the vessel [was] in, and if the *Diana* came out and attacked us we would be compelled to destroy the boat or be captured, decided to lighten the ship by throwing overboard coal, anchors, chain cable, shot and shell, water, and provisions, the engine constantly working at the kedge anchor, and about 1 o'clock this morning succeeded in getting her afloat, and steamed down for the bay; had proceeded but a short distance when we met the gig in charge of Mr. Bostwick returning from the bay without any assistance. We arrived and made fast to the wharf at Brashear at 2 o'clock a. m., where the news of the capture of the *Diana* was confirmed.

Very respectfully, your obedient servant,

M. JORDAN,
Acting Master, Commanding.

Lieutenant-Commander A. P. COOKE,
Commanding U. S. Naval Forces, Berwick Bay.

Report of Acting Master's Mate Weston, U. S. Navy, late of the U. S. S. *Diana*.

CAMP BISLAND, *March 30, 1863.*

SIR: With mortification I have to announce to you the capture of the *Diana*. The action lasted for two hours and three-quarters, when we got on shore; we were cut up terribly. Captain Peterson was killed in the early part of the action. Mr. Dolliver was killed, Mr. Hall wounded and, I fear, mortally. We all did our utmost to get off the bank, but were unable to do so. Finding that to be the case, and being under a very heavy fire without being able to return it, the surviving officers, Lieutenant Allen, R. W. Mars, chief engineer, and myself, deemed it the best and only thing to do was to surrender, which we accordingly did, to Lieutenant-Colonel Edward Waller, Texas volunteers.

Our killed and those mortally wounded amounted to some 15 or 16.

I have the honor to be, very respectfully, your obedient servant,

HENRY WESTON, Jr.,
Acting Master's Mate.

Lieutenant-Commander A. P. COOKE.

Report of Fleet Surgeon Foltz, U. S. Navy, regarding casualties.

NEW ORLEANS, *May 22, 1863.*

SIR: I respectfully report the following casualties on board the U. S. S. *Diana* during her engagement with the rebel forces on the Atchafalaya on the 28th of March, last. The list has just been received, viz:

Killed.—Thomas L. Peterson, acting master; Minié ball, through heart. Thomas G. Hall, acting master's mate; Minié ball, through lungs. George C. Dolliver, acting master's mate; cannon ball, abdomen. James McNally, acting [third] assistant engineer; Minié ball, head. Robert Crawford, boatswain's mate; cannon ball, legs. James Mumford, captain forecandle; cannon ball, chest.

Wounded.—Patrick Padden, first-class fireman; gunshot wound, leg amputated. John Vicars, second-class fireman; gunshot wound, abdomen, slightly. John Cameron, quartermaster; gunshot wound, scalp, slightly.

Total, 6 killed; 3 wounded.

I am, respectfully, your obedient servant,

J. M. FOLTZ,
Fleet Surgeon.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Report of Acting Master's Mate Weston, U. S. Navy, late of the U. S. S. *Diana*, for the information of the Secretary of the Navy.

MIDDLEBORO, MASS., *March 28, 1865.*

SIR: I have the honor to submit to you the following report of the capture of the U. S. S. *Diana*, Acting Master T. L. Peterson in command, upon the Atchafalaya River, in the lower part of the State of Louisiana.

Upon the 28th of March, 1863, the *Diana*, taking on board Lieutenant Allen, of Brigadier-General Weitzel's staff, and detail of men from the One hundred and sixtieth New York and Twelfth Connecticut Volunteers, under the command of Captain [Josiah P.] Jewett, of the One hundred and sixtieth, proceeded up through the foot of Grand Lake, thence through into the Atchafalaya River upon a reconnaissance.

We had partly accomplished our object, and were returning to Berwick Bay, when, just below the town of Pattersonville, we came upon a force of the enemy, comprising about 500 men and five pieces of artillery. They were a part of Colonel Waller's battalion and the Valverde battery.

They were posted in a very strong position, behind the levees of the river.

We immediately opened fire and the action commenced. At the first volley we received, Acting Master Peterson, in command, was shot through the heart, killing him instantly. A few moments after, the senior master's mate was mortally wounded. The command then devolved upon me.

I saw at once that the enemy had every advantage, and we had fallen into a trap. I endeavored, however, to make the best of it and extricate myself if possible.

The boat was casemated forward and upon the sides around her boilers, but there was no protection aft, and at any moment a shot from that quarter was liable to enter her boilers.

When the action commenced we were going downstream. I immediately turned the boat around, head upstream, and commenced backing down, returning the enemy's fire with vigor and execution.

The enemy had every advantage of position. The river was very low and narrow and the banks high. The enemy lying down upon the ground and leveling their rifles over the bank, were able to pour a most withering fire down upon our deck, which was entirely unprotected.

The wind was blowing very fresh at right angles with the river, and it was very difficult to keep her in the channel while backing down,

Our wheel ropes were cut by the shot soon after the action commenced, and before I had time to repair them the wheel itself was partially shot away. We thus had to manage her entirely with the engines.

The action had now been going [on] for about an hour and I had great hopes of saving the boat, but soon after this a shell entered the engine room and, exploding, took off the leg of one of the firemen, killing Mr. McNally, one of our engineers, and cutting our escape pipes in the engine room, rendering it almost impossible for anyone to live there.

The engineers, Mr. R. W. Mars, third assistant in charge, with Mr. R. M. McLaughlin and Mr. William Johnson, stood bravely to their posts and did everything possible to keep the boat in the channel. But it was a very hard matter to keep her in the channel before she was disabled, and after she became so it was impossible, as it soon proved, for in trying to double a bend in the river she grounded very heavily upon the lee bank. We instantly reversed our engines and used every available means to get her off. But although we tried every possible means, we could not start her.

Up to this time, for two hours and fifteen minutes, it had been a very warmly contested engagement, and I think up to this time the enemy had suffered as severely in the loss of men as we, notwithstanding they had every advantage in position and numbers. As soon as the enemy saw we were hard aground they limbered up their artillery and went down below us, where, taking up their position, they opened a very precise, deliberate, and consequently a very destructive fire, completely riddling the boat at every discharge. We were, from our position, unable to bring a gun to bear upon them. We continued to use every possible means to get the boat off for about a half an hour longer, when, finding it impossible to do so as long as the wind continued so fresh from the quarter in which it was, and being under a very heavy fire, unable to return it, and suffering very severely from the effects of it, I considered the only alternative left me was a useless slaughter of my men or a surrender, and with extreme reluctance, at half past 4 p. m., being disabled and aground, unable to get off, under a heavy and very destructive fire, I was obliged to surrender to Major Boone, [of] Waller's battalion, commanding the rebel forces engaged. The action commenced at half past 1 p. m. The officers and men behaved with great gallantry, all doing their duty bravely and well.

Our loss was 33 killed and wounded, among them seven officers, all of whom were killed or have since died of wounds received in the action.

The enemy's loss, as I was afterwards informed, was some 40 killed and wounded.

Upon the day after the engagement our men, both soldiers and seamen, were paroled. The officers, of whom there were 3 of the Army and 3 engineers and myself of the Navy, were held as prisoners of war.

The army officers were exchanged last July; those of the Navy upon the 15th of the last month, and I have taken this, the earliest opportunity, to forward to you the report of the capture of the *Diana*.

I have the honor to be, very respectfully, your obedient servant,
HENRY WESTON, Jr.,
Acting Master's Mate, U. S. Navy, formerly of the U. S. S. Diana.
Hon. GIDEON WELLES,
Secretary of the Navy.

Extract from diary of Acting Third Assistant Engineer Baird, U. S. Navy, of the U. S. S. Calhoun.

March 28, 1863.—After we returned to Berwick the *Diana* went up Grand Lake. We heard heavy firing in the direction of the Teche, so we got underway and went up the lake instead of the Teche. We got aground off Bayou Sorrel; backed, backed, backed; ran out a kedge and brought the cable to paddle-wheel shaft and backed and hove the kedge home. Jordan was excited; ran the guns aft and kedged and backed as before. At dark Bostwick was sent in a cutter to Berwick for the *Estrella* and *Diana* to come to our relief. About 7:15 three of the *Diana's* crew came on board in a skiff which they had stolen and reported the *Diana* captured near Pattersonville, and they three escaped and went through the plantation and the swamps to the lake, where they saw the *Calhoun*. Had we gone into the Teche we would have saved the *Diana*, for the rebel battery concealed in the cane field had waited until she passed; then they fired into the unarmored side of her casemate (the rear), crippling the machinery and steering gear. She drifted ashore and the rebels had her at their mercy. Captain Peterson and others were killed. We feel particularly badly, for our Mr. Mars was on board. I shall always think that we could have driven off that rebel battery and saved her had we gone into the Teche instead of the lake. After the three sailors came from the shore Captain Jordan seemed very nervous and excited. In order to lighten the ship he threw overboard the starboard anchor and both chains, provisions, solid shot, empty shell, our spare crank pin, anvil, and our supply of fresh water. And at midnight we were still aground and backing hard.

March 29.—Got ship afloat about 1 a. m. and returned to Brashear City. Coaled ship promptly. Went up, but rebels stop[ped] us at the head of the bay, but let us go on later to Pattersonville. We brought back some of the *Diana's* wounded. Here our army has passed through this country, capturing every armed force, and yet rebels enough are left to capture the *Diana*. Captain Cooke had ordered Captain Peterson to go up the lake, reconnoiter, and return same way, but he had disobeyed his orders and entered the river at mouth of the Teche and was captured.

Report of Major-General Taylor, C. S. Army.

HEADQUARTERS,

Near Berwick Bay, La., March 28, 1863.

I have the honor to report the capture of the Federal gunboat *Diana* at this point to-day. She mounted five heavy guns. Boat not seriously injured, and will be immediately put in service. Enemy's loss in killed and wounded and prisoners, 150.

R. TAYLOR,
Major-General.

Report of Commodore Bell, U. S. Navy, regarding the withdrawal of the U. S. bark Arthur for repairs.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, March 30, 1863.

SIR: In my letter of the 27th by the *Honduras* I informed you that the bark *Arthur* had run foul of a schooner and damaged herself

materially and was on her way here for repairs. She arrived on the 28th, and after an examination of her I find it necessary to send her to Pensacola to undergo repairs. Her cutwater is torn off as low as the water line and below that for several feet shivered into splinters. There is but little wood left for the bobstay plates, and the bowsprit is very insecure in consequence; cathead broken off and the bolts for bowsprit shrouds and jib guys gone. She must have another galley before she comes to sea again.

I should be glad to have the *Anderson* or *Kittatinny* in her place, as the ports to the southward are left open by this mishap. I am taking out her provisions, which will supply me for ten days, and shall send the *Owasco* to look out there for a few days, although the coal can be but illy spared for so long a run, there and back.

I forwarded by the *Honduras* requisitions for provisions and coal for the *Brooklyn* and five gunboats. I trust they are on their way.

A screw steamer, called *Melville*, belonging to General Goicouria, has arrived at the Rio Grande from New Orleans, having a stern-wheel steamer (drawing 3 feet water) in tow to run the Rio Grande. It is useless to say every steamer on that river will be taken by the Texans whenever they wish to use them and for whatever purpose.

Very respectfully, your obedient servant,

H. H. BELL,
Commodore.

Rear-Admiral D. G. FARRAGUT,
Comdg. West Gulf Blockading Squadron, New Orleans, La.

Order of Commodore Bell, U. S. Navy, to Commander Mullany, U. S. Navy, commanding U. S. S. *Bienville*, regarding the C. S. S. *Harriet Lane*.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, April 1, 1863.

SIR: The steamer *Harriet Lane* is believed to be still in Galveston waters. There are various reports about her, but all of them agree that her masts are out. She is reported as lying above Red Fish Bank [Bar] near Buffalo Bayou and also as lying at one of the wharves off Galveston. This may be so, and that she has been latterly brought down the bay. We observe from our tops a large smokestack behind the lower wharf, which some persons take to be hers.

It is of the first importance that the *Harriet Lane* shall not escape to sea, and the blockading vessels off the bar are expected to prevent her coming out.

Very respectfully,

H. H. BELL,
Commodore.

Commander J. R. M. MULLANY,
Commanding U. S. S. *Bienville*, off Galveston, Tex.

Capture of the British schooner Tampico, April 3, 1863.

Report of Lieutenant-Commander Read, U. S. Navy, commanding U. S. S. *New London*.

U. S. S. *NEW LONDON*,
Off Sabine Pass, Tex., April 3, 1863.

SIR: I have the honor to report that this morning about 1 o'clock a vessel was discovered attempting to run the blockade out of Sabine

Pass. The *New London* and *Cayuga* at once gave chase, and at daylight the vessel was overhauled and found to be the English schooner *Tampico*, bound to the Belize, [Honduras], with 112 bales of cotton. A prize officer and crew were put on board by Lieutenant-Commander D. A. McDermut, of the *Cayuga*, and the prize sent to New Orleans for adjudication.

Accompanying this I transmit a list of the officers and crew of this vessel who are entitled to prize money.

Very respectfully, your obedient servant,

A. READ,
Lieutenant-Commander.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander McDermut, U. S. Navy, commanding U. S. S. *Cayuga*.

U. S. GUNBOAT *CAYUGA*,
Off Sabine Pass, Tex., April 3, 1863.

SIR: I have the honor to report that this morning shortly after midnight a sail was discovered in the neighborhood of the bar off this port, standing to the southward. Chase was immediately given by the *New London* and the *Cayuga*, and the vessel, after a pursuit of four hours, overhauled by the latter.

The chase proved to be the British schooner *Tampico*, of 70 tons, Thomas Paulsen, master, and S. J. Nagle, agent for the cargo, both claiming to be British subjects. They acknowledge that their vessel had just run the blockade from Sabine Pass. The crew of five men, by the shipping articles, are foreigners. The cargo consists of 112 bales of cotton, averaging more than 500 pounds to the bale. The only colors found was a British ensign. The papers found on board are as follows:

One provisional register, certified by her British Majesty's consul at Tampico, declaring the vessel the property of David Leitch Jolly, a British subject resident at Tampico.

One shipping articles: One mate and four deck hands.

One bill of lading: One hundred and twelve bales of cotton. Dated Sabine Pass, March 20, 1863. Signed by the master.

One copy of do. [bill of lading] signed by the master.

One bill of health.

One certificate of her British Majesty's consul at Galveston, showing that the schooner *Tampico* entered the port of Sabine in August, 1862, and at the date of 31st January, 1863, had, in consequence of the blockade, been unable to leave that port.

No log book had been commenced.

One letter of advice to Fredk. Huth & Co., Liverpool, enclosing duplicate invoice and bill of lading; signed Ball, Hutchings & Co.

With prize master, Acting Master's Mate W. W. Patten, and prize crew of six men, and the master's mate, supercargo, and one of the crew of the captured vessel, I have sent the prize to the order of the prize court established at New Orleans for adjudication, with directions to the prize master also to report to the senior United States naval officer commanding off that city.

The value of the cotton, including various charges, as it appears by the invoice is, at Sabine City, \$16,054.83.

I am, very respectfully, your obedient servant,

D. A. McDERMUT,
Lieutenant-Commander, Cayuga.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from the Acting Secretary of State to the Secretary of the Navy, transmitting letter from the British minister and protest of the master of the schooner.

DEPARTMENT OF STATE,
Washington, May 29, 1863.

SIR: I have the honor to invite your attention to the enclosed copy of a communication of the 27th instant, addressed to this Department by Lord Lyons, relative to the case of the British schooner *Tampico*, which vessel, it appears, was captured by the U. S. gunboat *Cayuga* on the 3d of April last.

I have the honor to be your obedient servant,

F. W. SEWARD,
Acting Secretary.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Endorsement.]

Have we a report of the capture of the *Tampico*, or communications relative to the within, or proceedings at New Orleans or New York?

W.

[Enclosure.]

WASHINGTON, *May 27, 1863.*

SIR: I have the honor to submit to you, in original, a protest made by the master, mate, and supercargo of the British schooner *Tampico*, which appears to have been captured by the U. S. gunboat *Cayuga* on the 3d of last month.

I am particularly desirous to call your attention to the statement made in the protest as to the irregularity of the proceeding respecting the vessel and cargo, and as to the long detention of the master, mate, supercargo, and crew.

You will perceive that it is represented that the schooner and her cargo were advertised for sale at New Orleans without the vessel or cargo having been libeled or proceeded against in any court of prize or admiralty, and without any order or condemnation or proceeding emanating from any judicial tribunal, and that the master and crew were sent to New York and were not finally discharged until the 13th of this month.

I beg you to be so good as to send me back the original protest.

I have the honor to be, with the highest consideration, sir, your most obedient humble servant,

Hon. WM. H. SEWARD, etc.

LYONS.

[Subenclosure.]

UNITED STATES OF AMERICA,

State of New York, ss:

By this public instrument be it known to all to whom the same doth or may concern that I, Charles Edwards, a public notary in and for the State of New York, by letters patent under the great seal of the said State, duly commissioned and sworn, and in and by the said letters patent invested "with full power and authority to attest deeds, wills, codicils, agreements, and other instruments in writing and to administer any oath or oaths to any person or persons," do hereby certify that on the day of the date hereof, before me personally came and appeared Thomas Paulsen, master of the British schooner *Tampico*, and who, on the 16th day of May, instant, 1863, had noted herein his protest before me, and with him now come Antonio Laurence and Stephen J. Nagle, supercargo of the said schooner *Tampico*, and they each being by me duly sworn on the holy Evangelists of Almighty God, did depose and say as follows: That on or about the 25th day of March, 1863, they and the said schooner were at Sabine, in the State of Texas, and on or about that day she took in a cargo of 112 bales of cotton, the property of Messrs. Frederick Huth & Co., of Liverpool, England, a British house, composed of British subjects, and shipped through their agents, Messrs. Ball, Hutchings & Co., of Houston, in Texas aforesaid, and the said cargo being under charge of the appearer, Stephen J. Nagle, supercargo, and on account of the said house of Messrs. Frederick Huth & Co., and so that the said cargo of cotton might be reshipped at Belize, Honduras, to the said Frederick Huth & Co., at Liverpool aforesaid.

That the said schooner and the said cargo of cotton were bound on a voyage from Sabine aforesaid to the neutral port of Belize, Honduras, and back to Matamoras, another neutral port; that on the 2d day of April thereafter (1863), with a sufficient crew (five in number) on board, and the said schooner being tight, staunch, and strong, and sufficiently victualled and appareled, and wind fair, weighed anchor and started on the said voyage; that all these appearers, as well as all the crew, are foreigners, and not citizens of the United States; that at this time there was no blockade of Sabine nor had there been for certainly from twenty to twenty-four hours before; nor was there even a single United States vessel of war in sight. The next morning, the 3d day of said April, and when the said schooner *Tampico* was full 35 miles out at sea and out of sight of land, they fell in with the U. S. gunboat *Cayuga*, and were ordered by her to heave to. This was done and an officer and boat's crew came off from the said gunboat *Cayuga* to the said schooner *Tampico*, and the said officer demanded of this master, Thomas Paulsen, the papers and letters of the said schooner. This said appearer, Master Thomas Paulsen, gave the said officer to understand that the said schooner was a British vessel, and the steward was ordered to go below to get his national flag, which was done, and the said officer was informed that this was the only flag the vessel sailed under, and such officer called it "a damned rag." These appearers, Thomas Paulsen, master, and Stephen J. Nagle, supercargo, were then, with the said British flag, taken on board the said U. S. gunboat *Cayuga*. There they were detained until 5 p. m. of the said 3d day of April. They were then returned to the said schooner *Tampico* in custody of the same officer and a prize crew and taken in the

said schooner toward the port of New Orleans, the remaining three being detained on board the *Cayuga*. On the voyage to that port the said schooner experienced a strong easterly gale, and owing to the incapacity of the prize officer on board, who did not know how to get the schooner under easy sail, and neglected to stop the chain pipes up, the vessel had 3 feet of water in her hold. This appearer, Stephen J. Nagle, on the morning of the 4th day of said April, seeing how the vessel was laboring and taking in water, requested this appearer, Thomas Paulsen, master, to give the necessary orders for the working of the vessel and the safety of all on board. And this was done (it, in fact, had to be done).

On the 8th day of same April, 1863, the said schooner *Tampico* reached the port of New Orleans, when all these appearers and two of the crew were transferred to the U. S. steam receiving ship *Kensington*, and there kept as prisoners, not allowed to leave the ship or to communicate therefrom, although they desired to do so and especially this appearer, the master, Thomas Paulsen, desired and expressed a wish to do so, so that he might make protest and also see and consult with the British consul there. While they and the said schooner and cargo were thus in New Orleans, such schooner and her cargo of cotton were advertised for sale in New Orleans, and this was done without having the said schooner or cargo libeled or proceeded against in any court of prize or admiralty of any kind, and without any order or condemnation or proceeding emanating from any judicial tribunal, so far as these appearers know, have been informed, and believe.

That these appearers, Thomas Paulsen, master; Laurence, mate; Nagle, supercargo, and the cook, were transferred to the U. S. S. *Circassian*, at which time the other three of the crew were also put on board of her, and all brought on to the port of New York, although the said schooner *Tampico* and her said cargo of cotton were at New Orleans and where, so far as these appearers know, they both still are.

That these appearers and the rest of the crew of the said schooner arrived on board the said U. S. S. *Circassian* in the said port of New York on Saturday, the 9th day of May, instant (1863), and were taken the same day from the said schooner to the city jail, or house of detention, as it was called (in the city of New York), and were there kept close prisoners until about 8 o'clock p. m. of Monday, the 11th of May, when they were put out, it being said to them that they were not wanted; that on the morning of the 12th day of the same May they were rearrested and on the next day, the 13th day of said May, were examined separately and apart, under oath, as to very many written interrogatories, after which they were again sent adrift without means or any accommodation found them.

And this appearer, the said master, Thomas Paulsen, also says that the said schooner *Tampico*, immediately before the voyage from Sabine Pass aforesaid, had arrived therein before any blockade whatever had occurred there, and she had amongst her papers a certificate to that effect signed by her Britannic Majesty's consul for the State of Texas, whose consulate is at the port of Galveston, in Texas.

Wherefore, and from the wrongs and injuries aforesaid, this appearer, the said master, Thomas Paulsen, hath requested me to protest, and I, the said notary, at his request, have protested, and by these presents do publicly and solemnly protest, against all and every Government officer, official agents of, or acting on behalf of the United

States of America, person or persons whom it doth, shall, or may concern, and against all and singular the wrongs, forcible conduct, imprisonment, and circumstances already set forth in the foregoing declaration on oath, for all manner of losses, costs, damages, reprisal, demurrage, charges, expenses, and injuries whatsoever which the said schooner *Tampico*, her tackle, apparel, and furniture and her cargo on board, and the freight by her earned or to be earned, or either or any of them, or any part thereof, have already sustained or may hereafter sustain by reason or means of the foregoing premises.

Whereof an attestation being required, I have granted this under my notarial firm and seal.

Done at the city of New York, in the said State of New York, the eighteenth day of May, in the year of our Lord one thousand eight hundred and sixty-three.

In præmissorum fidem.

[SEAL.]

CHARLES EDWARDS,
35 Pine street, New York.

THOS. PAULSEN.

X (the mark of ANTONIO LAURENCE).

S. J. NAGLE.

Letter from the Secretary of the Navy to the Secretary of State affirming the legality of the capture.

NAVY DEPARTMENT, *June 8, 1863.*

SIR: I have the honor to acknowledge the receipt of your letter of the 29th ultimo inviting my attention to a copy of a note from Lord Lyons, accompanied by a protest of the master, supercargo, and others of the British schooner *Tampico*, in reference to the capture of that vessel on the 3d of April last by the U. S. gunboat *Cayuga* and the subsequent proceedings in the case.

In reply I enclose herewith for your information a copy of Lieutenant-Commander McDermut's report of the capture of the *Tampico*, dated the 3d of April last. The capture was certainly a legal one. The vessel had succeeded in entering a blockaded port, had there taken in a cargo of cotton, the production of the insurrectionary States, had been unable for some time to leave port in consequence of the stringency of the blockade, and when she attempted egress was discovered, chased, and captured. The statements of the protestants that the port of Sabine was not blockaded, that no vessel of war was in sight when the *Tampico* passed out, and that they "fell in with" the *Cayuga* some distance at sea, must be incorrect. The gunboats *Cayuga* and *New London* were closely watching the pass, so closely that, notwithstanding the *Tampico* selected the cover of night to elude them, she was discovered and, after a long chase, captured.

With regard to the disposition of the vessel, cargo, and crew the Department has received no information excepting a paragraph in a letter from Commodore Morris, senior officer at New Orleans, reporting the arrival of the *Tampico* there and stating that she was too unseaworthy to be sent to Key West, and that he had ordered an appraisal of her with a view to her sale, and that he would send her cargo, prize master, crew, and papers in the case to New York. He availed himself of the first supply and passenger steamer going north (the *Circassian*) to do this.

I apprehend there was no unavoidable delay with regard to the master and others of the vessel, and that they were not detained longer in New York than was necessary or usual in such cases. The case is now, or I presume will be, in the hands of the prize court at New York, to which Commodore Morris stated he would send it.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Hon. WM. H. SEWARD,
Secretary of State.

Report of Commodore Bell, U. S. Navy, commanding U. S. S. Brooklyn, of arrival at South West Pass.

U. S. STEAM SLOOP BROOKLYN,
Off South West Pass, April 4, 1863.

SIR: I arrived in the *Brooklyn* off the South West Pass at 5 o'clock p. m. yesterday from Galveston, having on board nothing but 50 tons coal and eight days' provisions, and yet stuck on the bar. She got off without difficulty. This morning I tried it again, and am hard and fast on one of the outside lumps. The experiment convinces me that the *Brooklyn* could not get out again for a long time, if she were wanted outside, loaded with coal and three months' provisions. I shall therefore proceed to Pensacola to do her repairs, viz, line and secure her main shaft, repair cylinders, patch boilers, and take in new bowsprit, if I have time. As soon as that is done I shall return to the coast of Texas, unless I receive other orders.

The *Bienville*, Commander J. R. M. Mullany, arrived off Galveston on the 31st with provisions for this ship. Deeming her sufficient for the present to command the blockade, with the assistance of the gunboats *Owasco*, *Sciota*, and *Itasca* at that bar, and the *New London* and *Cayuga* at Sabine, I decided to leave Commander Mullany in charge on that coast and also to leave the provisions in the *Bienville* for supplying the wants of the gunboats. I accordingly sailed from Galveston on the 1st of April, touching at Sabine and Calcasieu Pass, where I parted with the *New London* and *Cayuga*. Night before last I spoke bark *Mary C. Porter* on her way to Galveston with coal.

There is nothing new to communicate. I was compelled to send the bark *Arthur* to Pensacola to have the damages repaired which she received by her collision with schooner *Elizabeth*, leaving nothing on blockade off Lavaca or Matagorda. My letter to the senior officer at Pensacola requested him to send the *Anderson* or *Kittatinny* to take her place.

Very respectfully, your obedient servant,

H. H. BELL,
Commodore.

Rear-Admiral D. G. FARRAGUT,
Comdg. Western Gulf Blockading Squadron, Mississippi River.

[Telegram.]

U. S. S. BROOKLYN,
South West Pass, April 4, 1863—10:30 a. m.

SIR: The *Brooklyn* lies on the outside bar. Tug *St. Charles* assisting her. The *Fox* is in sight at Pilot Town, lying there.

I have 45 tons coal and seven days' provisions. Shall have coal enough unless I burn it out on the bar.

I shall go to Pensacola for repairs when I get off.

Left *Bienville* off Galveston.

H. H. BELL,
Commodore.

Commodore HENRY W. MORRIS,
U. S. S. Pensacola, New Orleans.

[Telegram.]

U. S. S. BROOKLYN,

South West Pass, April 6, 1863—1 p. m.

I am afloat and wish to proceed to Pensacola as soon as I can get 20 tons coal. Please send it down with dispatch.

H. H. BELL,
Commodore.

Commodore H. W. MORRIS,
U. S. S. Pensacola, New Orleans.

Order of Commodore Morris, U. S. Navy, to Lieutenant-Commander Cooke, U. S. Navy, to cooperate with Brigadier-General Weitzel, U. S. Army, in strengthening the defenses of Berwick Bay.

U. S. S. PENSACOLA,
New Orleans, April 6, 1863.

SIR: The following is an extract of a dispatch received by me this day from General Banks:

In addition to the gunboats now at Berwick Bay, *Calhoun*, *Estrella*, and *Clifton*, there are important reasons for strengthening temporarily its defenses by land batteries and cotton boats. I desire to ask if you could detail an experienced officer to superintend this defense by preparation of the cotton boats, etc.

This dispatch does not state whether the cotton boats are to be fitted up here or in Berwick Bay. Consult with General Weitzel, and if they are to be fitted up there, afford him all the assistance you can to do so. If they are to be fitted up here, I will detail an officer to attend to it.

Very respectfully, your obedient servant,

HENRY W. MORRIS,
Commodore and Senior Officer.

Lieutenant-Commander A. P. COOKE,
Commanding U. S. S. Estrella, Berwick Bay.

Instructions from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, regarding the disposal of reinforcements.

NAVY DEPARTMENT, *April 6, 1863.*

SIR: Reports constantly reach the Department anticipating an attack off Mobile, and representing the insufficiency of the naval force at that point. The Department trusts that you will have some of your heaviest ships there, and for a senior officer one who would not hesitate to run at an ironclad. The Department would ask whether you

should prefer that the ironclads sent to you go to Mobile or New Orleans. If Acting Rear-Admiral Porter can hold the river between Vicksburg and Port Hudson, Mobile should first be attacked and Pensacola be the rendezvous for the vessels and munitions. If he can not, and Port Hudson can be taken by the ironclads, it would be best to attack this place first, so as to give us command of the river, and in that event the monitors and munitions should go to New Orleans direct. After consulting with Acting Rear-Admiral Porter, you will immediately inform the Department, by telegraph in cipher, whether the vessels shall be sent to Pensacola or New Orleans; also give the information more fully in your dispatches.

The Department is of opinion that Acting Rear-Admiral Porter can hold the river between Vicksburg and Port Hudson, now that his expeditions have returned, and that consequently you should go below as early as practicable, lest the disasters anticipated by Commodore Hitchcock take place.

The Department expects you to carry out its instructions at an early date relative to a court-martial upon the disgraceful affair at Galveston. From all the reports laid before the Department it does not appear clear that Commodore Bell might not have fairly risked an attempt to recapture that place. A court of enquiry should enquire into this matter and the escape of the *Florida*, in justice to the senior officer at each place.

I am, very respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

Order of the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, for information regarding the reported entertainment by Commodore Bell of Confederate officers.

NAVY DEPARTMENT, April 6, 1863.

SIR: The Department is informed that in the latter part of January, Commodore Bell, while lying off Galveston in the *Brooklyn*, entertained some rebel officers in his cabin.

On that occasion he sent to the wardroom mess for the loan of dishes or articles of that sort, which the officers of the wardroom refused, saying that they were at the service of the commodore, but could not be used for the entertainment of guests of such a character. It is further stated that these visits were of frequent occurrence, and also that the crew were ordered to pipe the rebel officers off, which they refused to do.

The Department is also informed that when the news was brought to Commodore Bell of the distress, etc., of the *Morning Light*, it was 1 a. m., and yet no assistance was sent before 10 a. m. of the same day, though there were other vessels within hailing and signal distance.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

Private letter from the Assistant Secretary of the Navy to Commodore Rowan, U. S. Navy, regarding operations in the Gulf of Mexico.

WASHINGTON, D. C., April 6, 1863.

DEAR ROWAN: The more I think of it the more I see the imperative necessity of sending the *Roanoke* to Mobile. Before we can get our ironclads there I fear disaster. Buchanan has several ironclads in the harbor. He is a good officer, and desperate from his dismissal after begging on his knees to be allowed to withdraw his resignation. If you take your draft carefully when you go to the yard, and as the stores go in, you will be able to know how much you can lighten. There is another point. You know or can learn from George W. Blunt the process that is used on the coast of New Jersey to throw a line to a stranded vessel by means of a mortar. It strikes me that a small grapnel might be thrown several hundred yards ahead, and hauled in so as to break the connections of their torpedoes. A small charge of powder, a wooden sabot, a grapnel and chain fast to a line, fired from the XV-inch gun, are all the elements. I advise you to prepare these arrangements, for you certainly will find torpedoes near Fort Morgan. The *Ticonderoga* might go down with you direct. You must report officially to Lenthall your draft as soon as you get to the gun and as you progress, and I wish with that information you would carefully examine the chart and let me know your views upon the subject. Charleston will probably be attacked to-morrow, and if we are successful the prestige of that affair will give us all the other forts; if we fail, there is serious work before us. The ironclads go from Charleston to the Gulf, but if your noble ship can go in, it will be child's play. If you can not go in, beyond doubt the other programme must be carried out, and in this latter matter your great draft will prevent you from doing the lion's share. Do not breathe a word of this Mobile matter to a living soul; it rests entirely between you and me. Finally, I beg of you to use the utmost exertions to get ready for sea, as so much and such great interests are staked upon time, the important element in war. A trial trip can be made to Hampton Roads. But first let me know if you feel perfectly sure of crossing Mobile bar.

Sincerely, yours,

G. V. Fox.

Destruction of the U. S. S. Barrataria in Lake Maurepas April 7, 1863.

Report of Acting Ensign Perkins, U. S. Navy, commanding.

ON BOARD U. S. YACHT CORYPHEUS,
Lake Pontchartrain, April 9, 1863.

SIR: It is with regret that I have to report to you the destruction of the U. S. ironclad *Barrataria* at the mouth of the Amite River, in Lake Maurepas, under the following circumstances: At 6 a. m. on the morning of the 7th instant, left the South Pass, Manchac bridge, under orders from General Sherman and Colonel [Thomas S.] Clark, of the Sixth Regiment Michigan Volunteers, commanding.

Expedition on a reconnoissance in Lake Maurepas, we steamed over toward the River Amite, intending to examine its mouth; the pilot, Mr. John Robinson, stating that there was at all times 5 feet of water

on the bar and our draft being 3 feet 6 inches. When on the bar she struck on a sunken snag, lifting her bows some 2 feet out of water; the engines were immediately stopped and reversed, but without avail. The depth of water at this point was 8 feet. I then ran an anchor astern and did everything in my power to haul her off. I had stores and ammunition shifted from forward aft. At 2 p. m. Mr. Gregory, acting master's mate, and the pilot, with 7 men, went on shore to cut a tree for the purpose of lifting her bows off the snag, and as they were returning on board they were fired at by a party of guerrillas lying hid behind trees and bushes. One man was wounded seriously in the right arm. I at once called the gun's crew to quarters and commenced shelling the woods. As we were but about 50 yards from the shore I ordered the forward gun to be left and use the after one, as it was useless to expose the men to the galling fire of musketry which the enemy were firing at us. I would here mention that I had on board Colonel Clark, Captain Corden, Lieutenant James A. Ellis, and 10 privates of the Sixth Regiment Michigan Volunteers, who assisted with their rifles to the best advantage. After a short engagement of about half an hour, the firing ceased on the enemy's side and we again tried to get the vessel afloat. I ordered everything that would tend to lighten her to be thrown overboard, and then ran out another anchor on the starboard quarter and hove taut on the lines, but could not start her, the engines backing with 140 pounds steam on. I then took the line to our stern wheel and tried to heave her off with the engines, but without avail. After consulting Colonel Clark and my officer, it was decided to spike the forward gun and heave it overboard to lighten her forward, as it was getting dark and expecting that the enemy would bring down a large force and try and capture the vessel. I then hove again on the lines, but could not start her. As a last resort the water was blown out of the boiler for the purpose of lightening her, but she still stuck fast. I again consulted with all the officers on board, and, not wishing to surrender the vessel into the hands of the enemy, it was decided to set fire to her and leave her under cover of darkness. At 6:30 p. m. got all my men into the boats after getting all ready for firing her and spiking the after gun, then shoved off. Mr. Gregory then lit the fires and got off in a small dugout which we had on board. As we left the vessel the enemy fired two volleys of musketry at us, but without effect. We lay off at the distance of 200 yards and saw that she was effectually destroyed. At 6:50 p. m. the magazine exploded. She then burned to the water's edge. I saved most of my small arms and signal book. The officers and crew lost everything but what they had on. After being assured of her total destruction we made our way to South Pass Manchac and arrived there at 12:30 a. m. The assistant surgeon of the Sixth Regiment Michigan Volunteers rendered all assistance to the wounded man, but was obliged to amputate his arm at the shoulder joint. At 11 a. m. on the morning of the 8th instant I left my men in charge of Mr. Gregory at Pass Manchac and proceeded to town for the purpose of reporting to Acting Volunteer Lieutenant A. T. Spear, of the yacht *Corypheus*. The name of the wounded man is John A. Shaw, seaman.

Respectfully, your obedient servant,

JAMES F. PERKINS,
Acting Ensign, in command.

Commodore H. W. MORRIS,
Senior Officer Naval Forces, New Orleans.

Report of Colonel Clark, U. S. Army.

PASS MANCHAC, LA., April 7, 1863—11 p. m.

GENERAL: It becomes my duty to inform you of the loss of the gunboat *Barrataria*.

I started this morning at 6 a. m. for the purpose of looking around the mouth of the rivers and bayous entering Lake Maurepas. At a quarter before 8, just as we were entering the mouth of the Amite, we struck on a snag in 8 feet of water. We all worked faithfully until 6 p. m., but were unable to move her.

About 8 p. m. we were attacked and the men driven under cover. After every effort had failed to get her off, and being continually annoyed by the enemy's fire, Captain Perkins decided to abandon her. As soon as it got hazy the vessel was fired and the men put into the small boat and now just reached the pass. The boat is a perfect wreck. The captain will be down to-morrow and give you the particulars.

Your obedient servant,

THOS. S. CLARK,
Colonel Sixth Michigan Volunteers.

Brigadier-General T. W. SHERMAN.

Report of Captain Herren, C. S. Army.

CAMP RUGGLES, April 12, 1863.

COLONEL: On Monday the 7th instant you directed me to send a scouting party under a trusty noncommissioned officer to Rome, on the Tickfaw River, and, if practicable, from there to Duck Bill, on the lake shore, near the mouth of the Amite. I detailed from my squadron for this purpose 8 men, under Corporal Davidson, to proceed as you directed. Arriving at Rome (the ferry) Crossing, on the Tickfaw River, he stationed a portion of his small squad to guard against any advance from this direction. He then proceeded with the remainder of his force within a mile of the mouth of the Amite, where, hearing that one of the enemy's boats was aground at this point, he dismounted his men and proceeded to attack the boat. He found her within 50 or 75 yards of the shore, stuck hard and fast on the east bank of the river. The timber skirting the river bank afforded a good protection against the shot and shell fired from the gunboat. He soon compelled the gunners to abandon their guns and seek protection in their casemates. He succeeded in killing two of the enemy while attempting to get aboard with some spars, which they were using to get their boat afloat. Finding it impossible to provoke them from behind their protection of thick iron, he posted a portion of his men near enough to watch the movements of the boat and report with the remainder of his force to me at this place at 10 o'clock p. m. the same evening. I then directed him to report the facts to you.

At 12 o'clock the same evening you directed me to take my whole squadron and proceed at once to the mouth of the Amite River and capture or destroy the boat reported aground there. On reaching the point designated I found the enemy had hastily abandoned and set fire to the boat at sundown the previous evening, leaving nothing but a complete wreck, with one brass rifle gun, which was still above water. This boat was marked *Barrataria*, or 291; she was 125 feet long, completely covered with iron 1 inch thick.

Too much can not be said in praise of the coolness, courage, and judgment displayed by Corporal Davidson and the brave men under him in destroying with their rifles (or causing the destruction of) one of the enemy's most formidable boats on the lake.

I have the honor to be, colonel, very respectfully, your obedient servant,

GADI HERREN,

Captain, Commanding Squadron First Mississippi Cavalry.

Colonel J. M. SIMONTON,

Commanding at Ponchatoula.

Report of Commander Mullany, U. S. Navy, senior officer off Galveston, regarding the erection of numerous batteries by the Confederates.

U. S. S. BIENVILLE,

Off Galveston, Tex., April 7, 1863.

SIR: The coal bark *Mary C. Porter* leaves here to-day for New Orleans via Sabine Pass, where she is ordered to deliver the balance of her cargo to the *New London* and *Cayuga*.

The brig *A. Hopkins*, Captain Leerhoff, arrived here to-day from the South West Pass with 650 tons of coal for the squadron.

Lieutenant-Commander Lewis has reported to me that he saw a steamer in the harbor to-day, which in all probability is the *Harriet Lane*. He describes her as painted black, two masts, with yards, a bridge across the deck, smokestack well forward, and the vessel rakish in appearance.

The enemy appears to be actively engaged in erecting numerous batteries.

I am, sir, very respectfully, your obedient servant,

J. R. M. MULLANY,

Commander and Senior Officer Present.

Rear-Admiral DAVID G. FARRAGUT,

Comdg. West Gulf Blockading Squadron, New Orleans, La.

Letter from Commander Mullany, U. S. Navy, senior officer off Galveston, to Lieutenant-Commander Read, U. S. Navy.

U. S. S. BIENVILLE,

Off Galveston, Tex., April 8, 1863.

SIR: I have to acknowledge the receipt of your communication of the 7th instant.

I have put on board the *Cayuga* provisions for three months, and directed Captain McDermut to return to your command and fill up his coal from the bark *Mary C. Porter*, which left here last night with orders to report to you on her arrival off Sabine Pass.

I congratulate you on your success in making so valuable a capture as a cotton-laden schooner.

I am, respectfully, your obedient servant,

J. R. M. MULLANY,

Commander and Senior Officer Present.

Lieutenant-Commander ABNER READ,

Commanding U. S. S. New London,

Senior Officer Present off Sabine Pass.

Letter from Commander Mullany, U. S. Navy, to Colonel Debray, C. S. Army, regarding communication by flag of truce.

U. S. BLOCKADING SQUADRON,
Off Galveston, Tex., April 9, 1863.

SIR: I have the honor to forward this communication to you under flag of truce (Lieutenant R. S. McCook, U. S. Navy, bearer) and to acknowledge the receipt of yours of the 8th instant, wherein you are pleased to reiterate the terms of an agreement made between Commodore H. H. Bell, U. S. Navy, and yourself, in relation to communications by flag of truce.

In reply I have to inform you that the commanding officers in this squadron were previously acquainted with the terms of that agreement, and have been instructed to comply fully with all its provisions.

I have the honor to forward two open letters, one of them addressed to Third Assistant Engineer M. H. Plunkett, U. S. Navy, prisoner of war, and the other to Messrs. Lynn and Williams, of Galveston.

I have the honor to be, respectfully, your obedient servant,
J. R. M. MULLANY,
Commander, Senior Officer Present.

Colonel X. B. DEBRAY, C. S. Army,
Commanding, Galveston Island.

[Enclosure.]

U. S. BLOCKADING SQUADRON,
Off Galveston, Tex., April 9, 1863.

GENTLEMEN: I have received your communication of the 6th instant, covering \$287 in Louisiana and South Carolina notes, and several documents, all addressed to Mrs. Jane S. McWillie, at New Orleans.

I have to inform you that I will forward the documents, letters, and money to the commanding officer at New Orleans for his action.

I am, respectfully, your obedient servant,
J. R. M. MULLANY,
Commander, Senior Officer Present.

Messrs. LYNN and WILLIAMS,
Galveston, Tex.

Letter from the Secretary of the Navy to Lieutenant-Commander Read, U. S. Navy, forwarding testimonial of the Ohio legislature.

NAVY DEPARTMENT, *April 10, 1863.*

SIR: I enclose herewith a letter addressed to you by Governor Tod, of Ohio, transmitting a testimonial of the legislature of that State and their resolution of thanks for your services to the country.

I am, respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commander ABNER READ, U. S. Navy,
*Commanding U. S. S. New London,
West Gulf Squadron, New Orleans.*

Report of Lieutenant-Commander Read, U. S. Navy, regarding the capture by a reconnoitering party of boat and crew in Sabine Pass.

U. S. S. NEW LONDON,
Off Sabine Pass, Tex., April 10, 1863.

SIR: I have the honor to report that this morning about 4 o'clock I sent a boat in to the light-house to take a position and make observations as to the strength of the enemy, with the intention, if the report was favorable, to cut out two steamers lying at the wharf at Sabine City.

Lieutenant B. F. Day, James G. Taylor, pilot, and Acting Second Assistant Engineer Henry P. Powers volunteered for the service with a boat's crew of five men. At daylight they reached the point and secreted their boat up a bayou which empties into the Pass just above the light-house, without being discovered. The light-house being over 80 feet above the level of the sea gives a fine view of Sabine City and the surrounding country. Their observations were to continue the whole day, that we might be certain of the strength and movements of the enemy. Two cotton-bulwarked rebel steamers, the *Josiah Bell* and *Uncle Ben*, were lying at the wharf at Sabine City exercising their guns, and about 60 or 70 men observable in and about the boats and city.

About 2 o'clock p. m. a small sloop was seen beating down the Pass, apparently going to the bayou leading near the light-house. She came to anchor at the mouth of the bayou, and those on board got into a skiff with the intention of going ashore. Lieutenant Day had placed himself, officers, and men in such a position that when the skiff entered the bayou he could capture her. The skiff entered the bayou, and when within a very few feet he arose from the grass and demanded her surrender, which was complied with without firing a shot. The prisoners proved to be Captain Charles Fowler, John McLean, pilot, and Edward Lynch, second mate, all of the steamer *Josiah Bell*, and one Confederate soldier. Captain Fowler commanded the *Bell* at the capture of the *Morning Light* in January last.

As the captain, mate, and pilot are important men to the rebels in these waters, I have determined to send them north by the next supply steamer, lest, by sending them to New Orleans, they would be able more easily to work their way back. The rebel soldier I will send to New Orleans, that he may be paroled or exchanged.

From the prisoners we took three Enfield rifles stamped with the English crown and tower, marked 1862, and one of Colt's navy revolvers; from the sloop, one boat binnacle and compass.

Captain Fowler has no commission from the Confederate Government, but an appointment from Major-General Magruder of the Confederate Army, giving him exclusive control of their squadron (as they call it) at Sabine Pass. I herewith transmit a copy of his appointment.

The rebel force at Sabine City consists of the steamers *Josiah Bell* and *Uncle Ben* and, the prisoners inform me, a battalion of 500 men. There are also four other steamboats which could be easily fortified with cotton and used as the other two herein mentioned.

Very respectfully, your obedient servant,

A. READ,
Lieutenant-Commander.

HON. GIDEON WELLES,
Secretary of the Navy, Washington City, D. C.

[Enclosure.]

SPECIAL ORDERS, }
 No. 15. }

HDQRS. DIST. OF TEXAS,
 NEW MEXICO, AND ARIZONA,
 Houston, February 7, 1863.

Captain Charles Fowler is hereby placed in command of the squadron at Sabine Pass.

In order to secure efficiency, Captain Fowler will have exclusive control of these boats, moving them to such places as he may consider best, attacking the enemy whenever he has an opportunity, reporting all movements of the boats by him to Colonel Spaight, who will transmit the information to these headquarters.

Lieutenant-Colonel Spaight will afford Captain Fowler all the assistance in his power.

By command of Major-General Magruder:

EDMUND P. TURNER,
 Assistant Adjutant-General.

Captain FOWLER.

Report of Lieutenant-Commander Read, U. S. Navy, regarding the chase of a blockade runner off Sabine Pass.

U. S. S. NEW LONDON,
 Off Sabine Pass, Tex., April 10, 1863.

SIR: I reported on April 3 the capture of the British schooner *Tampico*, bound from Sabine Pass to the Belize, with 112 bales of cotton. I was informed by the crew of the prize that another schooner, the *Ben*, had run the blockade earlier in the night. Leaving Lieutenant-Commander D. A. McDermut (who boarded the prize first) to make out the proper papers and put a prize crew on board the *Tampico*, then to cruise off the Pass until my return, I started immediately in pursuit, supposing that she was in all probability bound for the same destination as the *Tampico*. I stood S. by E. 150 miles; at 6 o'clock on the morning of the 4th changed my course and stood W. 15 miles, then back toward the Pass, crossing my track out, with the hope of falling in with the schooner if my information was correct, but without success.

The prisoners we captured to-day inform me that the *Ben*, getting aground on the night of the 2d, did not get out until the morning of the 3d, when the *New London* and *Cayuga* were absent in the chase and capture of the *Tampico*. I am also informed that a small sloop of very light draft also ran the blockade during the morning of the 3d. The latter vessel could run the blockade at any time except daylight in consequence of her very light draft.

This vessel and the *Cayuga* have been unremitting in their efforts to capture all the blockade runners.

Very respectfully, your obedient servant,

A. READ,
 Lieutenant-Commander.

Hon. GIDEON WELLES,
 Secretary of the Navy, Washington City, D. C.

Report of Lieutenant-Commander Read, U. S. Navy, regarding enquiries made under flag of truce.

U. S. S. NEW LONDON,
Off Sabine Pass, Tex., April 11, 1863.

SIR: This morning at 9 o'clock a rebel steamer was seen coming out of the pass. We got ready for action at once and were about to fire upon the enemy when we discovered that she bore a flag of truce. I sent a flag to meet it. The object was to make enquiries about Captain Fowler and his men and to send their clothes if they had been taken prisoners by us.

Very respectfully, your obedient servant,

A. READ,
Lieutenant-Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington City, D. C.

Report of Acting Volunteer Lieutenant Spear, U. S. Navy, regarding request from Brigadier-General Sherman to cooperate in Manchac Pass.

U. S. YACHT CORYPHEUS,
Hicocks Landing, Lake Pontchartrain, April 13, 1863.

SIR: I have the honor to report to you that I have received two dispatches from General Sherman.

The first, that he desires me to proceed at once to Manchac Pass, as there are two schooners in Lake Maurepas with rebel troops.

The second—

On arriving at Manchac Pass you will report to Colonel Clark, of the Sixth Michigan Volunteers.

By order of Brigadier-General Sherman:

WICKHAM HOFFMAN, A. A. G.

Sir, I wish to report the condition of the vessel. Her original crew was 28 men. I have but 15 now, all told, on board. I have a 30-pounder Parrott and a 24-pounder howitzer. The Parrott gun has to be dragged over the deck; it has no pivot; it requires 12 men to handle it with celerity. I had to lash it to the rail in Galveston on account of being short-handed. The howitzer requires 5 men. There are required 5 more men to work my guns. The yacht's cutwater is off; if she strikes a snag, going fast, it will sink her. I do not feel myself justified in proceeding into Lake Maurepas, as it is full of snags, without reporting to you first and receiving your orders.

Very respectfully, your obedient servant,

A. T. SPEAR,
Acting Volunteer Lieutenant, Commanding.

H. W. MORRIS,
Commodore, Commanding U. S. Naval Forces, New Orleans.

Report of Commodore Morris, U. S. Navy, regarding affairs of the squadron and loss of the U. S. steamers Diana and Barrataria.

U. S. S. PENSACOLA,
New Orleans, April 13, 1863.

SIR: In the absence from here of Rear-Admiral Farragut, who is still above Port Hudson, I have the honor to report to you the occur-

rences in this squadron which have taken place since my last report to you, No. 6, dated March 31.

I regret to inform you of the capture of the U. S. S. *Diana*, in Berwick Bay, on the 28th of March, 1863.

I enclose herewith a copy of the report* of Lieutenant-Commander A. P. Cooke, of the *Estrella*, detailing all that he then knew of the affair. He promises in it to make another and more detailed report. This has not as yet been received. I have since been informed that Acting Master's Mates [Thomas G.] Hall and Dolliver have both died of their wounds.

The U. S. ironclad steamer *Barrataria*, fitted up by Admiral Farragut here, and dispatched into Lake Pontchartrain, grounded whilst making a reconnoissance. She was attacked by the enemy and was set on fire and abandoned by her officers and crew.

I enclose herewith the report† of Acting Ensign James F. Perkins, the officer in command at the time, her commander, Acting Master Francis E. Blanchard, having left her and come to this city for medical treatment.

I also send a report‡ of Colonel Clark, Sixth Michigan Volunteers, made to Brigadier-General Sherman, and by him sent to me, who was on board at the time of her loss with a party charged with the duty of making the reconnoissance.

I dispatched the U. S. steam gunboat *Sachem* to Berwick Bay to replace the *Diana*, but on her passage around she sprung a leak and had to put back here in a sinking condition. I have with great difficulty saved her from sinking, and now have her hauled up on a marine railway for repairs. I hope to get her finished and sent around there in a week from now. Her leaking was caused by some sheets of copper being off from her bottom, and the worms had completely honey-combed the planking under them. As long as she remained in the river the mud stopped up the holes and prevented the water from entering, but when she got into clear water the mud became washed out from them and the water rushed in and caused her to leak.

The U. S. S. *Arizona* has arrived here. I immediately ordered her into Berwick Bay, where she now is. The enemy having made demonstrations in that quarter, has induced General Banks to order there a large army force, and he requested me to send as many navy vessels as I could to support them. The vessels now there are the *Calhoun*, *Estrella*, *Clifton*, and *Arizona*, but the *Calhoun* is almost useless from her boilers being worn-out.

I have now but one vessel in Lake Pontchartrain, which is the small schooner yacht *Corypheus*, the *Barrataria*, which was there, being now lost. I was obliged to withdraw the steamer *Clifton* from Mississippi Sound, where she, in conjunction with the steamer *J. P. Jackson*, was blockading Grant's Pass, to supply the place of the steamer *Colonel Kinsman*, which was snagged and sunk in Berwick Bay. The only vessels now in Mississippi Sound are the *Vincennes*, at Ship Island, and the *Jackson*, at Grant's Pass. Commodore Hitchcock urges me to send back the *Clifton* there as soon as possible, as she is greatly wanted, but she can not be spared from Berwick Bay. More small vessels of light draft, not exceeding 8 feet, are greatly needed.

*See capture of the U. S. S. *Diana*, March 28, 1863.

†See capture of the U. S. S. *Barrataria*, April 7, 1863.

Commodore Hitchcock reports that the boilers of the *Pocahontas* are so nearly worn-out that she ought to be sent north for repairs or to get new ones. I shall await the arrival of the admiral before taking any action on his report.

Your order, dated February 27, to send north the U. S. S. *Susquehanna*, was received at the same time that your order, dated March 3, to hold a court of enquiry on the senior officer off Mobile Bar on the occasion of the escape of the rebel steamer *Florida*. This officer was Commodore Hitchcock. I have ordered a court of enquiry on him, which is now in session at Pensacola. I have ordered Commodore Hitchcock to proceed to New York with the *Susquehanna* as soon as the court of enquiry have finished their proceedings in his case.

I have, in obedience to your order dated March 7, ordered a court of enquiry to be held on Acting Master Childs, of the steamer *Tennessee*, to investigate his conduct in relation to the statement made in the Houston Telegraph (enclosed in your order) when he approached and hailed the *Morning Light* after her capture by the rebels at Sabine Pass. This court is now in session here.

The U. S. S. *Bienville*, Commander Mullany, arrived here on the 17th of March. I ordered her to proceed to Galveston on the blockade of that place. She arrived very opportunely to relieve the U. S. S. *Brooklyn*, to enable her to come here for the repairs which she needs to her machinery. The *Brooklyn* being in want of provisions, and the water on the bar here being so low that the *Bienville*, if she took them in here could not have got out, I sent her to Pensacola to take them in there, and then proceed to Galveston. The *Brooklyn* arrived off the bar here, but, not being able to cross it, she has gone to Pensacola, and will make her repairs there.

The *Bienville* brought me \$160,000 of the sum of \$200,000 sent out in her. Captain Mullany informed me that \$40,000 of that sum was retained by Admiral Du Pont. The *Circussian* brought out \$170,000. She had also on board \$200,000, as I am informed, for this squadron; but Commodore Smith, at the Pensacola yard, retained \$30,000 of this sum.

These two amounts will barely supply the present wants of this squadron and pay the bills for repairs and supplies which are now accruing. I therefore respectfully recommend that an additional sum of \$200,000 be sent out at an early day.

Mr. Gabaudan, the admiral's secretary, arrived here on the 9th, having passed the batteries at night in a skiff. The object of his coming down was to confer with General Banks as to the practicability of opening a communication with the admiral across a peninsula which makes out opposite Port Hudson. He returns to-morrow to rejoin the admiral. He has made me a report* of the proceedings of the admiral above Port Hudson, a copy of which is herewith forwarded to you.

I am, very respectfully, your obedient servant,

HENRY W. MORRIS,
Commodore and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

* See operations under Rear-Admiral Farragut above Port Hudson.

Report of Commodore Morris, U. S. Navy, regarding the disposition of prize vessels and their cargoes.

U. S. S. PENSACOLA,
New Orleans, April 13, 1863.

SIR: Before Admiral Farragut sailed from here for Port Hudson he left with me instructions to sell at auction, after due notice given in the newspapers, all the prize vessels and their cargoes which were remaining here or in this vicinity and which could not be sent to the North or Key West for adjudication. The reason for this order was that there is no admiralty court in New Orleans, and the property is perishable and a portion of it perishing.

I have accordingly appointed Lieutenant Dewey, late of the U. S. frigate *Mississippi*, to attend to this duty, and he is now progressing with it. The proceeds of the sales, after the payment of the expenses, will be deposited with Paymaster George L. Davis, of this ship, to be retained by him until ordered by the Department what disposition is to be made of it.

The steamer *Antona*, captured by the *Pocahontas* off Mobile, with a very valuable cargo, will be so disposed of. She has, as well as her cargo, been appraised by the admiral's orders. The cargo is stored here in a bonded warehouse, and the vessel is taken and fitted up as a dispatch vessel for the use of the squadron, and is now being used as such.

I have on board this ship as prisoners the master, mate, and two of her crew. As the vessel and cargo can not be adjudicated, will you please instruct what disposition I am to make of them? They are very desirous to be released.

Since the admiral's departure the sloop [*D.*] *Sargent*, with 51 bales of cotton, and the schooner *Tampico*, with 112 bales, have been captured at Sabine Pass—the former by the *Kittatinny* and the latter by the *Cayuga*, and sent here. The vessels being considered too unsafe and unseaworthy to be sent to Key West, I have had them appraised, and will sell them here. Their cargoes of cotton I shall ship by the supply steamer *Circassian* to New York, and send the prize masters, prisoners, and papers with them. The prize master of the *Tampico* is Acting Master's Mate W. W. Patten, of the *Cayuga*. He has been condemned by a medical survey as unfit for duty. Acting Master L. H. Partridge is the prize master of the sloop *Sargent*. They are both ordered home in the *Circassian*.

By order of Admiral Farragut, I have issued orders to the commanding officers of the vessels of this squadron not to send to this port any prizes captured by them, unless they are unfit to be sent to Key West or a Northern port.

I am, very respectfully, your obedient servant,

HENRY W. MORRIS,
Commodore and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to the commandant navy yard, Pensacola, regarding the protection of destitute citizens of that place.

NAVY DEPARTMENT, April 14, 1863.

SIR: I have received your No. 9, dated the 25th ultimo, in reference to the destitute condition of the residents in the vicinity of Pensacola, arising principally from the evacuation of that place by order of Major-General Banks, and asking if you can supply them with provisions.

The Department can give no authority to dispose of the public supplies in that manner, but loyal citizens should be protected and not permitted to suffer.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of Navy.

Commodore WILLIAM SMITH,
Commandant Navy Yard, Pensacola.

Destruction of the U. S. S. Queen of the West in Grand Lake, April 14, 1863.

Report of Lieutenant-Commander Cooke, U. S. Navy, commanding U. S. S. Estrella.

U. S. GUNBOAT ESTRELLA,
Grand Lake, April 15, 1863.

SIR: I have the honor to report that on the 10th instant the vessels under my command assisted in crossing General Weitzel's brigade over the bay, and afterwards the division of General Emory. On the 13th we assisted in transporting the division of General Grover through Grand Lake to Indian Bend, towing the artillery, etc., in SCOWS.

We had landed a regiment from the *Clifton* before the enemy discovered our movement. They then brought down two pieces of artillery to contest the landing, but the *Clifton*, with the men on shore, soon drove them back.

The whole division was landed by 2 o'clock p. m. without any accident, when the *Clifton*, Captain Crocker, was sent around into Bayou Teche to follow up and capture the *Diana*. During the afternoon the smoke of the enemy's steamers was discovered in the distance, apparently in Lake Chicot, coming down. At dark they were not yet in sight, but we expected them and made preparations accordingly. After 2 o'clock a. m. of the 14th we could occasionally distinguish their lights in the direction of Chicot Pass, and at daylight saw a large black steamer and white river boat approaching us. We were all underway immediately and opened the engagement with our bow guns, 30-pounder Parrotts, at long range, our three vessels forming a crescent, the *Estrella* on the left, the *Arizona*, Captain Upton, on the right, and the *Calhoun*, Captain Jordan, in the center, all approaching and gradually surrounding the enemy.

The black steamer pointed toward the *Arizona* as though she were going to ram her, but our firing was so rapid and accurate that she did

not advance. Captain Jordan, of the *Calhoun*, pointed his vessel to run down the black stranger, but she was now seen to be on fire from the explosion of our shells and was soon wrapped in flames fore and aft. At this juncture her consort turned and fled. Having superior speed and lighter draft, we could not follow, and she escaped. All of our boats were now lowered to pick up the crew of the burning steamer, who were clinging to cotton bales all around her. From them we learned she was the *Queen of the West*, commanded by Captain Fuller, of Teche notoriety. He was rescued with 90 of his crew, but some 20 or 30 were lost. The burning wreck drifted 2 or 3 miles down the lake, where she grounded and shortly afterwards exploded with a tremendous report.

I am happy to state there were no casualties on our side. I have turned over all of the prisoners to the provost-marshal at Brashear City. This morning I sent Captain Upton, of the *Arizona*, to examine the wreck and he succeeded in saving all her guns—one 30-pounder Parrott rifle, one 20-pounder Parrott rifle, and three brass 12-pounders, fieldpieces—all in good condition.

We have received the gratifying intelligence of the destruction of the *Diana*.

Very respectfully, your obedient servant,

A. P. COOKE,

Lieutenant-Commander, Commanding Naval Forces, Berwick Bay.

Commodore H. W. MORRIS,

Steamship Pensacola, New Orleans.

Report of Commodore Morris, U. S. Navy, senior officer at New Orleans.

U. S. S. PENSACOLA,
New Orleans, April 18, 1863.

SIR: I have the pleasure to inform you that I have received telegraphic dispatches from Lieutenant-Commander A. P. Cooke, commanding the *Estrella* and other vessels in Berwick Bay, that they have destroyed, after a fight of twenty minutes, the rebel steamer *Queen of the West*, and that they have since then destroyed two others, the *Diana* and the *Hart*, and that they were about starting for Butte-à-la-Rose for the purpose of attacking the *Webb* and another rebel steamer, and which I believe are the only two left of the enemy's vessels in those waters.

After the sinking of our gunboat *Kinsman*, by being snagged, and the capture of the *Diana* by the enemy, I ordered the gunboat *Clifton* to be withdrawn from the Mississippi Sound (where she had been blockading Grant's Pass) and go into Berwick Bay to strengthen the flotilla there. I also withdrew the gunboat *Sachem* from Baton Rouge for the same purpose; but unfortunately this vessel on her passage around there sprung a leak and put back in a sinking condition. With the greatest difficulty she was prevented doing so after her arrival here, and I now have her hauled up on a marine railway undergoing repairs. I ordered the steamer *Arizona* into Berwick Bay, and also the small steam tug *Reliance*, recently purchased by the admiral here.

The arrival of these vessels in Berwick Bay has led to the successes which Lieutenant-Commander Cooke has telegraphed to me and which I refer to above.

I have received a communication from Captain Alden, dated just below Port Hudson, informing me that they are enabled to have telegraphic communication with the admiral when he is down the river at a point a little above Port Hudson. The admiral was engaged in blockading the mouth of Red River in order to cut off the enemy's supplies of provisions from reaching the garrison at Port Hudson.

Paymaster John O. Bradford arrived here a few days since from the *Colorado*, off Mobile, to report for duty as fleet paymaster, expecting to find his appointment as such here, but it was not here and the admiral had left no instructions in regard to him. I have therefore given him, at his request, a leave of absence for thirty days and permission to go to Washington to see the Department in relation to his appointment and the duties and requirements connected with it.

Lieutenant-Commanders Law and Wilson are ordered north in accordance with an order to that effect received by me from Admiral Farragut. Commander Samuel Swartwout, late of the *Portsmouth*, having been relieved by Commander Sartori, also returns north with the other two above-named officers in the *Circassian*. Captain McKinstry, of the *Monongahela*, having been condemned my medical survey, also returns north in the army transport *Empire City*.

I am, very respectfully, your obedient servant,

HENRY W. MORRIS,
Commodore and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Congratulatory letter from Commodore Morris, U. S. Navy, to Lieutenant-Commander Cooke, U. S. Navy, referring to various vessels.

U. S. S. PENSACOLA,
New Orleans, April 15, 1863.

SIR: Your two telegrams are received. I congratulate you on your success in the capture and destruction of the *Queen of the West*.

In conformity to your request for another gunboat, I send you the steamer *Reliance*, she being the only vessel that is available. I will send you the *Sachem* as soon as her repairs are completed, which I hope will be in a week from now. When she arrives, I wish you to send me back the *Reliance*, if you can possibly spare her.

I am very anxious to return the *Clifton* to her station in the Mississippi Sound as soon as she can be spared from Berwick Bay, as her services are greatly needed in the blockade of Grant's Pass. Inform me by telegraph when you have coal enough. I shall send over soft coal for the use of the *Reliance*.

Very respectfully, etc.,

HENRY W. MORRIS,
Commodore and Senior Officer.

Lieutenant-Commander A. P. COOKE,
Commanding U. S. S. Estrella.

P. S.—The *Reliance* has no person on board to act as paymaster's steward. If Mr. Teaff, who acted as such on board the late *Diana*, is now available, please order him as such to the *Reliance*, if he is willing to serve.

HENRY W. MORRIS,
Commodore and Senior Officer.

Order of Commodore Morris, U. S. Navy, to Lieutenant-Commander Cooke, U. S. Navy, congratulating him on the destruction of the steamers *Queen of the West* and *Diana*.

U. S. S. PENSACOLA,
New Orleans, April 22, 1863.

SIR: Captain Chase, of the *Reliance*, reports, April 18, that he arrived at the bar of Berwick Bay on the 15th and could not get over the bar, there being but 6 feet of water on it, and that he would have to return here for coal.

If she comes back I must detain her here, as she is very much needed as a steam tugboat and dispatch boat. I only intended her to be temporarily attached to the squadron in Berwick Bay, until I could get the *Sachem* repaired and sent around to you. She will be ready to start from here in three days.

Your report of the capture of the *Queen of the West* and the destruction of the *Diana* is received. I congratulate you upon your successful achievements. Your telegraph mentioned the destruction of the *Diana* and *Hart*, but your report says nothing about the latter vessel. I have ordered hard coal to be sent to you.

Very respectfully, your obedient servant,

HENRY W. MORRIS,
Commodore and Senior Officer.

Lieutenant-Commander A. P. COOKE,
Commanding U. S. S. *Estrella*, and Senior Officer, Berwick Bay.

Extract from the diary of Acting Third Assistant Engineer Baird, U. S. Navy, U. S. S. Calhoun.

April 14, 1863.—I had the midwatch; the fires were banked. I was on-deck now and then. About 2 o'clock I saw two lights as if on boats, up the lake, and they were moving. Somehow I thought they were on vessels and told the officer of the deck (Sergeant), but he was a phlegmatic old fellow and was not enthused. He noted it and later he reported it. The light came nearer and nearer, but very slowly. At 4 I was relieved and I turned in, thinking I had overrated the importance of those lights. At 5 the lookout reported the lights as on two steamers. At 5:10 I was awakened by "All hands to quarters!" for we had no drum, nor fife, nor bugle; it was the call by the boat-swain's mate. I was so sleepy I waited a moment to see if there was any excitement; I heard the cable slipped and then a gun fired; then I got out in a hurry. The engine was going ahead slowly; day was breaking. There were three vessels, and one of them had opened fire on us. They were the rebel ram *Queen of the West* and the transports *Grand Duke* and *Mary T.* The latter was laden with troops. I did not go to the engine room, but joined Jordan, Bostwick, Brown, and Dr. Whitehead, who stood together on the hurricane deck. We were steaming away from the enemy. The *Arizona* and *Estrella* were headed toward the enemy, and I could see the *Arizona's* beam working. Brown and Dr. Whitehead began to remark about our leaving; then one of them said, "Why, even the *Estrella* is headed toward the enemy." Jordan then put the helm down and we headed up, and as soon as the 30-pounder Parrott would bear, it was fired at extreme elevation, for the vessels were nearly 3 miles away. Brown and Dr. Whitehead who

stood over the gun, both said they saw the shot as it left the gun and traced its trajectory and saw it strike the *Queen*. I did not see the shot, but I heard it fired, heard its flight, and its landing on the *Queen*, its explosion and the rush of steam that followed. The *Queen* had been cotton-clad above, just as *Jordan* was hay-cladding the *Calhoun*. The *Queen* was armored like the *Diana* around her machinery, and being much larger, afforded room in the casemate for her larger guns, but she had no armor on her upper deck. So the shell we fired, being a percussion shell, had struck on her roof, exploded, cut a steam pipe, and set fire to the cotton. The engineers were driven from the casemate and no pump could be started; in a few moments the *Queen of the West* was in a blaze; 26 of her people were scalded or burned to death. The boats of our fleet took off her crew, and in about two hours (7:40) her magazine exploded and she was no more. The *Grand Duke* and *Mary T.* escaped by superior speed and a good pilot. This was a remarkable battle. The captain of the *Queen* was named Fuller; he had commanded the *J. A. Cotton* in all of her fights against us. He was quoted as saying: "There is that d—— *Calhoun*. I would rather see the devil than that boat." It was learned later that these three vessels were on their way to Berwick Bay to capture or destroy the *Calhoun* and *Estrella*, exactly as had been done to the *Westfield* and *Harriet Lane* in Galveston Bay on the 1st of January. They had the *Diana* ready to help; they did not know the *Clifton* and *Arizona* had reinforced us; they did not expect to find us in the open waters of Grand Lake. They had taken the *Queen* from us, and she was the strongest ship they had. We got our anchor and then went down the lake to Brashear City, and noted a large fire and apparent explosion in the direction of the Teche. The *Estrella* followed us down. * * *

The steamer *Sheldon* brought in about fifty rebel prisoners from Berwick.

Lieutenant-Colonel J. G. Chandler, quartermaster-general, stretched a telegraph cable across the bay from Brashear to Berwick, and thus the rivers were connected to New Orleans. About 5:20 we left Brashear City and went up the Teche and tied to the *Arizona*. Banks' army had again invaded and overrun the Teche country.

Report of Major-General Banks, U. S. Army.

HDQRS. DEPARTMENT OF THE GULF, 19TH ARMY CORPS,
Bouligny's, beyond New Iberia, La., April 17, 1863.

GENERAL: I have the honor to inform you that we set out on the 11th instant upon the expedition, the preparations for which were temporarily interrupted by the necessity for cooperation with the navy in the passage of the fleet by Port Hudson.

* * * * *

We met the enemy about 2 o'clock in the afternoon, and after a brisk engagement drove him back until his line of defense was revealed, and took up a position which enabled us to reconnoiter his works to advantage. Here night interrupted us.

Early the next morning the attack was resumed. We soon drove him into his works and advanced upon them, keeping up a heavy fire of artillery to silence his guns and prepare the way for an assault. At

nightfall we had disabled the gunboat *Diana* and driven her out of action, almost entirely silenced the enemy's artillery, and advanced on both sides of the bayou to within about 400 yards of the works.

* * * * *

The gunboat *Arizona* got aground and it took four hours to get her off.

* * * * *

We have pursued the enemy closely more than 50 miles; we have destroyed the *Queen of the West*, and have compelled him to destroy the gunboats *Diana* and *Hart*, with supplies of subsistence and ammunition, camp equipage, and quartermaster stores; we have captured and destroyed his salt works below New Iberia; his infantry has dispersed over the prairies and in the woods, so that negroes tell us nothing but cavalry and artillery passed beyond New Iberia, and there is no thought among the prisoners and inhabitants that he will make any stand this side of Alexandria.

On the 9th I learned, by letters from Major-General Richard Taylor, commanding the Confederate forces in this district, to Captain Fuller, commanding the gunboats, he was preparing to attack us heavily in the [Bayou] La Fourche, seeking to regain that region and the waters of Berwick Bay.

On the 12th we opened an attack which has destroyed his army and his gunboats. There is not a gunboat left on the Teche.

General Taylor in his letters to Captain Fuller refers to the *Grand Duke* as nearly ready to receive her guns and the *Mary T.* as not to be waited for, because she will not be ready in time to take part in his contemplated recapture of the La Fourche.

I think the *Webb* is the only gunboat now in condition to defend the Butte-à-la-Rose, and have ordered our gunboats to attack and take that place, aided by a detachment of infantry. I shall follow the enemy, without pausing, to Opelousas.

* * * * *

Great credit is due to the energy and efficiency shown by the officers of the navy in this operation. * * *

I have the honor to be, very respectfully, your obedient servant,
N. P. BANKS,

Major-General, Commanding.

Major-General H. W. HALLECK,
General in Chief.

Report of Lieutenant-Commander Lowry, U. S. Navy, commanding U. S. S. Sciota, regarding the grounding of that vessel while on a reconnoissance.

U. S. GUNBOAT SCIOTA,
Off Galveston, Tex., April 15, 1863.

SIR: In obedience to your request I got underway at 5:30 p. m. for the purpose of making a reconnoissance and looking into the harbor of Galveston from the northward.

Not having any landmarks, I was governed by my lead and former bearings, steering precisely as on previous reconnoissance. At 6:05 p. m.—the leadsmen giving 2 and 2½ fathoms—I suddenly touched bottom, when putting my helm “hard a port” and stopping engines, I found myself hard and fast aground.

I immediately made all preparations for getting off, made signal No. 16, and sent a boat to report to you as senior officer; got out kedge astern; backed engines hard and hove in on my kedge for about twenty minutes without success. I began lightening ship by throwing overboard coal and water. The enemy perceiving I was ashore, got underway with three steamers and proceeded down to Pelican Spit.

At 7 p. m. commenced backing hard again with my engines, and at 7:40 p. m. I found I was afloat. The other gunboats came to my assistance, but I was off the bottom before they reached me.

I am happy to state that I have received no injury whatever. I threw overboard 3 tons of coal and all my water.

Nothing was to be seen of the *Harriet Lane*. Observed five steamers and three schooners inside; also the steamer with single smokestack behind the building, as seen before. The battery on Fort Point is evidently being casemated and raised two tiers.

I am, very respectfully, your obedient servant,

R. B. LOWRY,

Lieutenant-Commander, U. S. Navy

Commander J. R. M. MULLANY,

Commanding U. S. Naval Forces before Galveston, Tex.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Jouett, U. S. Navy, to assume command of the U. S. S. R. R. Cuyler.

ABOVE PORT HUDSON, April 15, 1863.

SIR: You will proceed to Mobile blockade and report yourself to the senior naval officer present there for the command of the U. S. S. *R. R. Cuyler*, relieving Captain George F. Emmons in the command of the same.

Very respectfully,

D. G. FARRAGUT,

Rear-Admiral.

Lieutenant-Commander JAMES E. JOUETT,

New Orleans.

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Emmons, U. S. Navy, to assume command of the U. S. S. Oneida.

ABOVE PORT HUDSON, April 15, 1863.

SIR: Upon the reporting of your relief, Lieutenant-Commander James E. Jouett, you will transfer to him the command of the U. S. S. *R. R. Cuyler* and you will proceed by the first Government vessel to Key West, Fla., and report yourself to the senior naval officer present there for the command of the U. S. steam sloop *Oneida*, which vessel you will bring without delay to New Orleans, La., and report to me or Commodore Morris, whichever may be there in command.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Commanding Western Gulf Squadron.

Captain GEORGE F. EMMONS,

Commanding U. S. S. R. R. Cuyler.

Order of Commodore Morris, U. S. Navy, to the senior officer off coast of Texas, forwarding information of the escape from New Orleans of the steam tug Fox.

U. S. S. PENSACOLA,
New Orleans, April 17, 1863.

SIR: Herewith I send you a copy of a communication sent to me by direction of the commanding brigadier-general here for your information.

You will be pleased to notify the commanding officers of the vessels under your command of the subject-matter of the communication.

Very respectfully, your obedient servant,

HENRY W. MORRIS,
Commodore and Senior Officer.

SENIOR OFFICER,
Off Coast of Texas.

[Enclosure.]

HEADQUARTERS DEFENSES OF NEW ORLEANS,
New Orleans, April 16, 1863.

COMMODORE: I am directed by the brigadier-general commanding to inform you that the steam tug *Fox*, in the employ of the Quartermaster's Department, went out of Pass à l'Outre Sunday morning at 2 o'clock and has not since been heard of. It is probable that she has gone to Havana or some other place to prepare herself as a blockade runner. The general requests that wherever found she may be seized. Have the kindness to notify the officers commanding naval stations, Ship Island, South West Pass, Pensacola, and Key West, to this effect.

Respectfully, your obedient servant,

WICKHAM HOFFMAN,
Assistant Adjutant-General.

Commodore MORRIS,
U. S. S. Pensacola.

Letter from the Secretary of the Navy to Commodore Hitchcock, U. S. Navy, giving information of continued blockade running between Havana and Mobile.

NAVY DEPARTMENT, *April 16, 1863.*

SIR: The following is an extract from a letter just received from Brigadier-General William Sooy Smith, commanding First Division Sixteenth Army Corps, La Grange, Tenn.:

I have information from refugees who are coming in daily from Mobile and South Alabama that schooners run the blockade from Havana every week, supplying the city of Mobile and the surrounding country with many of the necessities of life.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commodore R. B. HITCHCOCK,
Comdg. U. S. S. Susquehanna, and Senior Officer off Mobile, Ala.

Report of Acting Volunteer Lieutenant Hill, U. S. Navy, commanding U. S. bark William G. Anderson, regarding the capture of the Confederate schooner Royal Yacht.

U. S. BARK WILLIAM G. ANDERSON,
Off Galveston, April 17, 1863.

SIR: I have the honor to report to you the capture by this ship, on the evening of the 15th instant, of the Confederate schooner *Royal Yacht* with a cargo of 97 bales of cotton. The circumstances are as follows: In latitude 28° 35' N. and longitude 94° 10' W., at about 7:30 a. m. on the 15th instant, a sail was reported from the masthead bearing from this ship S. S. W. and standing to the S. E. As we were well to windward of him, I immediately kept away and set all studding sails, but the schooner soon discovering us began to haul up very gradually, hoping to obtain the weather gauge of us, doubtless, before I should observe it. I at once hauled upon the wind, sent my royal yards aloft, bent all my staysails, and set them and wet my sails down thoroughly, but notwithstanding all my exertions, as the wind decreased, the chase visibly gained upon me.

As I was now convinced the schooner was a blockade runner, I determined to attempt to overhaul him with a boat, and although he was at least 12 miles distant, and there was quite a heavy swell running, I started my second cutter with a picked crew, in charge of Acting Master George Taylor, in chase. After a pull of six and a half hours Mr. Taylor was enabled to open upon the schooner with a small Butler rifle, throwing a 1-pound shell, but it was not until he had fired fourteen times (every shot within easy range) that the master of the vessel hove her to, and it was just dark as Mr. Taylor took possession of her after a most fatiguing pull of 25 miles.

The master of the *Royal Yacht* frankly acknowledged she was a lawful prize; said he left Sabine Pass on the night of the 13th instant, had no papers or flag, and was a Confederate. He also gave me Houston and Galveston papers of the 10th and 13th instant, as well as a bundle of private letters from persons in Texas to their friends and correspondents in various places. The schooner is a fine vessel of 40 tons register, drawing but 6½ feet in ballast, and considered the fastest schooner on the coast. Indeed, the master says he did not fear any sailing vessel in the Gulf. The cargo comprises 97 bales of most excellent cotton, weighing 48,108 pounds.

I shall dispatch the prize to Key West at once for adjudication, and I enclose with this a complete list of officers and men entitled to share in the prize.

Very respectfully, your obedient servant,

FREDERIC S. HILL,
Acting Volunteer Lieutenant, Commanding.

HON. GIDEON WELLES,
Secretary U. S. Navy, Washington, D. C.

SIR: Since closing up my dispatch, and just as I am leaving port, I have discovered that the *Royal Yacht* ran out from Galveston on the night of the 14th instant; the master being an experienced pilot on the bar was enabled to avoid the blockading fleet off this port.

The master of the *Royal Yacht* was placed in command of the *Harriet Lane* after her capture by the rebels, as I learn from papers

found upon him, and he asserts that she was run out of Galveston on the night of January 24, under the command of Lieutenant Warley (formerly of the U. S. Navy); he says her armament was taken out on January 11, her masts on the 16th, and in this state she drew 10 feet of water, and as the tide was 2 feet higher on the 24th January than it had been known to be for five years, they had no trouble in running her out. The man says it was proposed to sell her in any available port and purchase a propeller in her stead, as she had not sufficient capacity for carrying coal. The man seems reliable, and is a particularly intelligent person, and I believe his story.

Very respectfully, your obedient servant,

FREDERIC S. HILL,
Acting Volunteer Lieutenant, Commanding.

HON. GIDEON WELLES,
Secretary U. S. Navy, Washington, D. C.

Order of Commander Mullany, U. S. Navy, to Acting Volunteer Lieutenant Hill, U. S. Navy, commanding U. S. Bark William G. Anderson, to blockade Aransas and Corpus Christi.

U. S. S. BIENVILLE,
Off Galveston, Tex., April 17, 1863.

SIR: You will proceed with the *W. G. Anderson*, under your command, to the station off Aransas and Corpus Christi, on the coast of Texas, and keep up as close a blockade of those points as possible.

In case you require water or provisions at any time, you are authorized to come here for supplies.

I have to acknowledge the receipt of your communication of the 17th instant, reporting the capture of the schooner *Royal Yacht*. You will please dispatch her to Key West, sending the master in her and as many of the crew as you may deem prudent.

Very respectfully, your obedient servant,

J. R. M. MULLANY,
Commander and Senior Officer Present.

Acting Volunteer Lieutenant F. S. HILL,
Commanding U. S. Bark W. G. Anderson.

Report of Commodore Bell, U. S. Navy, commanding U. S. S. Brooklyn, regarding the temporary withdrawal of that vessel from the Texas blockade.

U. S. STEAM SLOOP BROOKLYN,
Pensacola Bay, April 17, 1863.

SIR: The *Brooklyn*, under my command, requiring thorough calking of hull and spar deck, and extensive repairs on the boilers and machinery, I left Commander J. R. M. Mullany, in the U. S. S. *Bienvenue*, on the 1st April, with the gunboats on that coast, to conduct the blockade of Galveston, Sabine Pass, and the coast of Texas, and departed for New Orleans to make the repairs, but failing to cross the bar at the South West Pass, after lying aground nearly two and a half days, I judged it expedient to proceed to this place, expecting to find the

facilities; nothing, however, but the calking can be done here, and as soon as the hull is calked I will start for Ship Island, where I understand the machine shop is still located, to have the needful repairs done on the machinery, the facilities of a machine shop being indispensable for most of that work. My detention there will be about two weeks. I shall then return to the coast of Texas.

Please receive herewith a copy of the report of immediate repairs which the *Brooklyn* requires.

Having forwarded to Rear-Admiral D. G. Farragut a report of the state of things on the coast of Texas, I presume he has advised the Navy Department of the same.

I expect to leave for Ship Island on the 22d instant.

I am, very respectfully, your obedient servant,

H. H. BELL,
Commodore.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington City, D. C.

Report of Commodore Hitchcock, U. S. Navy, regarding the capture of the schooner Alabama, April 18, 1863

U. S. S. SUSQUEHANNA,
Lat. 29° 30' N., Long., ———, April 18, 1863.

SIR: We left the blockade off Mobile last evening, April 17, and ran S. E. until daylight this morning, when we discovered a sail to the southward and eastward; ran for her, but from our disabled machinery were not up with her until 4:30 p. m. She did not show any colors, but when we ran in range of her she hove to on our firing a signal gun; boarded her and was informed by her commander that she was the Confederate schooner *Alabama*, from Havana, April 11, bound to Mobile; that she ran the blockade at Mobile March 24. The commander also informed me that he had thrown overboard all her papers, colors, etc., by order of the owners. Her cargo consisted in part of wine (claret), brandy (in casks), coffee, cheese, sweet oil, soap, soda, dry goods, nails, cigars, etc.

Her crew consisted of Captain Alexander Newton, born in Canada; a citizen of the United States for about 18 years, residing at Mobile; by profession a shipmaster; has served in the U. S. Navy on board the frigate *Columbia*, Commodore Shubrick.

Edward Newton, mate; born in Canada; a citizen of the United States; residing at Mobile; profession, seaman.

Cristoforo Dobrilovik, Austrian; has an Austrian protection from the consul at Mobile.

Luca Bötteri, Austrian; has an Austrian protection from the consul at Mobile.

Antonio Dabovich, Austrian; has no protection.

José Ignacio Rosa, Portuguese; has a certificate from the Portuguese consul at Havana; that he came to Matanzas in the Confederate vessel *Julia*, and that he is at liberty to embark in any vessel he chooses.

James McKay, cook; born in Canada; has lived in the United States about fifteen months.

I took her crew on board this ship, with the exception of James McKay, cook, and put Master's Mate E. B. Pratt, with five seamen and two marines, on board of her and took her in tow.

At the time of the capture this ship had left the Western Gulf Blockading Squadron and was on her passage to New York.

KEY WEST, *April 22, 1863.*

We arrived this morning with the schooner *Alabama* in tow.

Our engines and boilers will necessitate our stopping here for a week or ten days. So soon as they are in condition to warrant it I shall start for New York.

Very respectfully, your obedient servant,

R. B. HITCHCOCK,

Commodore, Commanding U. S. S. Susquehanna.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Commodore Morris, U. S. Navy, regarding the sale of prizes at New Orleans in the absence of an admiralty court.

U. S. S. PENSACOLA,

New Orleans, April 18, 1863.

SIR: I experienced much difficulty as to the disposition to be made of prizes which are captured and sent to this place for adjudication. There is no admiralty court established here to try them in.

Several of these prize vessels are in such a dilapidated condition as to be unseaworthy, and consequently unsafe to be sent to Key West or a Northern port for adjudication.

Before going up the river to Port Hudson, Admiral Farragut gave me instructions to have all these vessels and their cargoes sold here. I am now doing this with all of them, with one exception. This consists of the *Antona*, a fine iron steamer captured under English colors off Mobile by the *Pocahontas* four or five months ago. The admiral had this vessel and her cargo appraised. The vessel was appraised at about \$70,000 and her cargo at about \$100,000. The admiral directed her cargo to be landed and stored in a bonded warehouse, which was also done. He then directed me to have the vessel fitted as a dispatch vessel for this squadron. This has also been done, and she is now being used as such.

I have ordered Lieutenant Dewey, late executive officer of the frigate *Mississippi*, to superintend the sales of these vessels and their cargoes, under the instructions given by the admiral. The cargoes of all the vessels, except the *Antona*, consisted principally of cotton, and no difficulty is experienced in their sale. But the *Antona's* cargo being an assorted European cargo, meets with no sale; and he has been forced to bid the greater part of it in, to prevent its being entirely sacrificed.

I would now ask the Department to instruct me as to its disposal. If it is retained here in store it will deteriorate; if sold, it will be sacrificed. I would respectfully suggest that the *Antona* should be reloaded with it and sent to a Northern port for adjudication, or the cargo shipped in another vessel for that purpose.

At the time the admiral directed her cargo to be landed and stored, he did so under the expectation that an admiralty court was about, or soon would be, established here.

I have the officers and some of the crews of the captured vessels retained here as prisoners on board our vessels, but, as the prize vessels and their cargoes (excepting the *Antona* and hers) are being sold without adjudication I have concluded to send all these prisoners north in the *Circassian*, to be disposed of as the Government shall decide.

Admiral Farragut has directed me to notify the commanding officers of the vessels of this squadron not to send any more prizes here for adjudication that can possibly be sent to Key West or the North. This I have done, but the most of them captured consist of small and unseaworthy vessels that can not be safely sent across the Gulf to Key West. Three of them have arrived here since the admiral left, all laden with cotton. One of them I dispatched to Key West; the other two I have been compelled to retain here, and shall sell them and their cargoes, sending home the prize officers with the prisoners captured in them and the papers found on board, in the *Circassian*.

The papers found in the *Antona* are in the possession of the admiral.

I send home in the *Circassian* her prisoners. They consist of the following, viz: George Grindly, master; William Cumming, chief mate; John Patterson, carpenter; Horace Poutet, boy. Acting Master Edward Baker, of the *Pocahontas*, who was the prize master who brought her here, is still retained in command of her.

I am, very respectfully, your obedient servant,

HENRY W. MORRIS,
Commodore and Senior Officer.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commodore Morris, U. S. Navy, forwarding prisoners and papers in the case of the steamer Antona.

U. S. S. PENSACOLA,
New Orleans, April 20, 1863.

SIR: Since writing and sending my dispatch to you, dated 18th instant, in relation to the prize vessel *Antona* and asking for instructions in relation to her I have concluded to send home by the *Circassian* the prize master, Acting Master Edward Baker (who was in the *Pocahontas* at the time of her capture), in charge of the prisoners taken in her, with the papers found on board and the appraisement made of the vessel and her cargo here by order of Admiral Farragut.

These witnesses and documents will, I am informed, be sufficient to have the vessel and cargo libeled and adjudicated in the United States admiralty court at New York.

I am, very respectfully, your obedient servant,

HENRY W. MORRIS,
Commodore and Senior Officer.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Boat expedition to Sabine Pass, April 18, 1863.

Report of Commander Mullany, U. S. Navy, announcing the death of Lieutenant-Commander McDermut, U. S. Navy.

U. S. S. BIENVILLE,
Off Galveston, Tex., April 20, 1863.

SIR: I send the *Cayuga* to New Orleans in charge of Acting Master E. D. Percy, her executive officer, and have to report to you the death of Lieutenant-Commander McDermut, who was killed in a skirmish with the enemy on the 18th instant, near the light-house at Sabine Pass.

Commander Abner Read, with a boat from the *New London*, and Lieutenant-Commander McDermut, with another from the *Cayuga*, landed at the light-house to reconnoiter. The party were surprised and fired upon, but Commander Read succeeded in escaping with his boat and crew, although he and nearly all his men were wounded.

I beg to refer you to the enclosed report addressed to the Secretary of the Navy by Commander Read, from which you will obtain full information in regard to the matter.

I respectfully request that the *Cayuga* may be sent back here at as early a day as practicable.

An additional gunboat is much needed here to relieve the *Itasca*, as she will soon require extensive repairs.

Very respectfully, your obedient servant,

J. R. M. MULLANY,
Commander and Senior Officer.

Commodore HENRY W. MORRIS,
Senior Officer present at New Orleans.

Report of Lieutenant-Commander Read, U. S. Navy, commanding U. S. S. *New London*.

U. S. S. NEW LONDON,
Off Sabine Pass, Tex., April 18, 1863.

SIR: Having sent in boats several times of late to take observations, and the result of the same seeming to show that the enemy was in small force at Sabine City, I concluded this morning to take a final observation in person, preparatory to making an attempt to cut out the steamboats lying at the town. My object was to ascertain the positions of the steamers as to each other and their situation as to their probable relief from the troops in the town in case I should make an attack. I took a boat's crew of five, together with James G. Taylor, pilot, and at half past 9 o'clock this morning started to go in. Lieutenant-Commander D. A. McDermut, of the gunboat *Cayuga*, with a boat's crew, accompanied me. We directed our course toward the light-house, where our former expeditions have landed without molestation.

The light-house is situated upon the Louisiana side of the pass and about 4 miles from Sabine City. It stands upon an open piece of ground, affording no place of concealment for an enemy excepting the light-house and keeper's house, and with proper precaution is considered a safe place to land.

Captain McDermut landed on the beach about a quarter of a mile nearer the light-house than myself, and he and his men went directly toward the light-house and keeper's house. I landed, and with three of my men was walking along the beach under partial cover of a low ridge, the others, with the pilot, remaining in the boat to bring it around the point.

As Captain McDermut approached the light-house a party of the enemy, numbering between 60 and 70, suddenly made their appearance from behind the light keeper's house and took three of the *Cayuga's* boat's crew prisoners at once. The enemy commenced firing. We commenced retreating to our boats and succeeded in reaching them, but they were in shallow water and mud. The *New London's* crew were ordered to jump in the water and to try to shove it into deeper water, which was done. Captain McDermut and two of his men were in his boat, and when we were about 10 yards from him I saw him standing up and waving his white handkerchief to surrender, probably thinking that further attempt at escape was useless. The enemy then directed their fire upon the boat of the *New London*, pouring in volley after volley of rifle balls and buckshot. We returned the fire as effectively as we could and succeeded in bringing off our boat, though in a crippled condition, and but one man in it was uninjured. Considering the murderous fire to which we were exposed and the overwhelming number of the enemy in comparison with our own, our escape is almost miraculous. The boat was completely riddled.

Lieutenant-Commander McDermut and his boat's crew are in the hands of the enemy.

I can not omit calling the attention of the Department to the efficient service rendered in this and all our other boat expeditions by James G. Taylor, pilot. Though severely wounded in two places, he kept firing at the enemy with good effect. I can not forbear mentioning the bravery and intrepidity of my boat's crew, all of whom, with one exception, were wounded, but who nevertheless brought the boat off to the vessel. I would particularly mention Gabriel Chalapas, ordinary seaman, who, notwithstanding a most severe and painful wound in the foot, kept his place at the oar from the time we left the beach until we reached the vessel.

I herewith transmit the report of casualties by Acting Assistant Surgeon L. H. Kendall.

Very respectfully, your obedient servant,

A. READ,
Lieutenant-Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington City, D. C.

Additional report of Lieutenant-Commander Read, U. S. Navy, regarding the death of Lieutenant-Commander McDermut, U. S. Navy.

U. S. S. NEW LONDON,
Off Sabine Pass, Tex., Saturday Evening, April 18, 1863.

SIR: This afternoon about 4 o'clock a flag of truce was seen coming out of the pass, and I sent a flag to meet it. By it I received the melancholy intelligence of the death of Lieutenant-Commander D. A. McDermut. I was informed that at the time he was captured he did not

think himself severely injured, but shortly after being taken to Sabine City he expired. The officer who came out with the flag informed us that if we could preserve the remains they would give them up; if not, they would bury him with military honors. They also informed me that two of the *Cayuga's* crew were slightly wounded and admitted on their part the loss of one lieutenant killed.

From the fact that I saw Lieutenant-Commander McDermut standing up in his boat and waving his white handkerchief in surrender, and from the location of his wounds, I am of the full conviction that he was mortally wounded while sitting in his boat after surrender.

I sent in a boat with Assistant Surgeon Bogert, of the *Cayuga*, and Acting Assistant Surgeon Kendall, of the *New London*, to embalm the body and bring it off. The remains have been received on board the *Cayuga* and will be forwarded to his friends by the first opportunity.

Very respectfully, your obedient servant,

A. READ,
Lieutenant-Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington City, D. C.

List of casualties.

U. S. S. NEW LONDON,
Off Sabine Pass, Tex., April 19, 1863.

SIR: I have to report the following as a list of the casualties occurring yesterday, April 18, in the skirmish with the enemy at Sabine Pass:

Commander A. Read, gunshot wound of the eye; serious.

James G. Taylor, pilot; gunshot wounds of the hip, scrotum, and thigh; serious.

Charles Hamilton, seaman; gunshot wound of the arm; serious.

Thomas H. Gormly, ordinary seaman; gunshot wound of the neck and thigh; serious.

Gabriel Chalapas, ordinary seaman; gunshot wound of the foot; serious.

George Miller, ordinary seaman; gunshot wound of the thigh; slight.

I am, sir, very respectfully, your obedient servant,

LUCIAN H. KENDALL,
Acting Assistant Surgeon.

Commander A. READ.

Report of Lieutenant-Commander Read, U. S. Navy, stating the reasons for the expedition.

U. S. S. NEW LONDON,
Off Sabine Pass, Tex., April 20, 1863.

SIR: I very respectfully wish to submit the following in explanation of my desire to make personal observations of the situation of the enemy at Sabine City on the 18th, which led to such unfortunate results, and the importance, could I have succeeded in my whole design.

By the capture of one of their river steamboats at Sabine City I could have captured seven others and would be in possession of Sabine River, and by destroying ferries cut off communication between their

armies in western Louisiana and Texas. This part of the country would readily supply the army and navy with beef. With these views in mind, I was anxious to capture one of their steamboats, and to be successful I considered personal observation necessary, as I should have accompanied so important an expedition.

Very respectfully, your obedient servant,

A. READ,
Lieutenant-Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington City, D. C.

Letter expressing regret and congratulation from Commander Mullany, U. S. Navy, to Lieutenant-Commander Read, U. S. Navy, commanding U. S. S. New London.

U. S. S. BIENVILLE,
Off Galveston, Tex., April 20, 1863.

SIR: I have to acknowledge the receipt of your communication of the 19th instant, in relation to the attack made upon the boats of the *Cayuga* and *New London* at Sabine Pass.

I regret extremely to hear of the death of Lieutenant-Commander McDermut and the wounding of yourself and so many other brave men.

I congratulate you, however, on your escape under such adverse circumstances from the hands of the enemy.

I am, respectfully, your obedient servant,

J. R. M. MULLANY,
Commander and Senior Officer Present.

Commander ABNER READ,
Commanding U. S. S. New London, off Sabine Pass.

Report of Brigadier-General Scurry, C. S. Army, transmitting telegram.

HEADQUARTERS EASTERN SUBDISTRICT OF TEXAS,
Houston, Tex., April 19, 1863.

SIR: I have the honor of reporting, for the information of the major-general commanding, the following telegram directed to me and just received:

HEADQUARTERS, Sabine Pass, April 8, 1863.

Last night I placed 30 men in the light-house, under Lieutenant Jones, of Griffin's battalion. To-day at 11 o'clock 13 Federals came up to the light-house in two small boats. We captured 6 men, including Captain McDermut, of the *Cayuga*, who was mortally wounded, and the captain's gig. The other boat escaped with 3 men. Four were killed in the water. Second Lieutenant Wright, of D Company, Griffin's battalion, was killed, gallantly leading the men. No other casualties.

WM. H. GRIFFIN,
Lieutenant-Colonel, Commanding Sabine Pass.

I would also report that on the 13th instant Captain Charles Fowler, with 3 men, on the *Don Juan*, was captured while on a reconnoissance in Sabine Bay. I shall transmit the official reports so soon as received.

Very respectfully, your obedient servant,

W. R. SCURRY,
Brigadier-General, Commanding.

Captain E. P. TURNER,
Assistant Adjutant-General.

Report of Brigadier-General Scurry, C. S. Army, transmitting report of Lieutenant-Colonel Griffin, C. S. Army.

HEADQUARTERS EASTERN SUBDISTRICT OF TEXAS,
Houston, April 23, 1863.

CAPTAIN: * * * I beg to say to the major-general commanding that the *Lucy Gwin* has been in Matagorda Bay for near if not quite two weeks.

The blockading squadron has continued off our coast ever since the major-general left, the only change being a gunboat (supposed to be the *Penobscot*) having taken the place of the *Brooklyn*, she having left about eight days ago.

The enemy's fleet are moving about from one place to another, but for no great distance. Captain Barney, C. S. Navy, has declined to cooperate with me in fitting up the *Harriet Lane* in the manner indicated to me in one of the major-general's former letters and also mentioned in the one now before me.

* * * * *

I have the honor to enclose for the information of the major-general commanding Lieutenant-Colonel Griffin's report of an engagement with a detachment of the enemy on the 18th instant. * * *

The honorable Secretary of the Navy has directed Captain Barney to transfer the *Harriet Lane* to the Department of War. Orders have been received for the major-general commanding to secure her. What shall be done with her? I will place a trusty officer in charge of her. Might she not be sent out with a load of cotton and sold in a Spanish port and purchase made of an effective war vessel?

* * * * *

The *Harriet Lane* has not been fitted up as you directed, in consequence of Captain Barney declining to cooperate with me. * * *

I have the honor to be, very respectfully, your obedient servant,

W. R. SCURRY,

Brigadier-General, Commanding.

Captain EDMUND P. TURNER,

Assistant Adjutant-General, Fort Brown, Tex.

Report of Lieutenant-Colonel Griffin, C. S. Army.

HEADQUARTERS,
Sabine Pass, April 28, 1863.

SIR: I have the honor to make the following report as to my engagement between a part of the troops under my command and a small part of the enemy on Saturday, the 18th instant:

On Friday afternoon (the 17th instant) one of my pickets reported that a boat from the Federal gunboat had landed 7 men on the Louisiana shore, and that they were then in the light-house making observations. Before I could make any arrangement to capture them they withdrew to the Federal fleet. I then determined to lay a plan to capture the next party that should come to the light-house. I subsequently on that night placed a party of 30 men, under the command of First Lieutenant W. J. Jones, of C Company, and Second Lieutenant E. T. Wright, of D Company, Twenty-first (Griffin's battalion) Texas Volunteer Infantry, in the light-house and the dwelling house near it,

instructing Lieutenant Jones not to let his men show themselves in the boat, and to endeavor to capture any party of the Federals that should land. On Saturday, at about 11 o'clock a. m., 13 men in two small boats from the Federal gunboats landed at about 600 yards from the light-house. Three of the men approached very cautiously to within a few yards of the light-house, when, upon a demand, they surrendered; the other men, having 400 yards the advantage of my men, started at the double-quick step to their boats. My men immediately gave chase, being gallantly led by Lieutenants Jones and Wright. The boat from the *Cayuga*, with Captain McDermut, mortally wounded, and 5 sailor men, captured. The boat from the *New London*, with its captain and the notorious traitor Taylor, escaped. I have since learned, under a flag of truce that everyone in the boat was wounded except one. Captain Read lost an eye, besides receiving another wound. Taylor was also wounded dangerously in two different places.

It becomes my melancholy duty to inform you that Second Lieutenant E. T. Wright, of Company D, Twenty-first Texas Volunteer Infantry, was instantly killed by a Harper's Ferry ball through the brain while gallantly leading and urging on the men under his command. No one else of the men of my command was at all wounded.

Too much credit and praise can not be given to Lieutenant W. J. Jones, of C Company, Twenty-first Texas Volunteer Infantry, for his gallantry and good conduct on the occasion. Captain McDermut, of the *Cayuga*, died at 2 p. m. on the same day of the wounds received. Assistant Surgeon Barton and Acting Assistant Surgeon Murray did everything they could to relieve his sufferings and to save his life, but in vain. Immediately after his death I dispatched a flag of truce out to the Federal fleet under Major H. A. Hamner and Second Lieutenant F. H. Bailey, proposing either to bury the body on the next day with the honors of war or to surrender the body to Captain Read if he wished it. He chose the latter, and sent Doctors Bayoth [Bogert] and Kendall, of the Federal Navy, for the body. They took charge of it and carried it on board ship, intending to send it to his family in New York.

At the request of R. V. Cook, captain, commanding Company D, Twenty-first Texas Volunteer Infantry, I shall send the body of the gallant Lieutenant E. T. Wright to his relations in Columbus, Colorado County, Tex.

I have the honor to bring to the notice and consideration of the commanding general that in order to properly defend Sabine Pass I have found and still find it necessary to keep troops, scouts, and pickets on the Louisiana side of the channel. Though that is not a part of the district under the command of the brigadier-general commanding the eastern subdistrict of Texas, I consider it a military necessity, and shall so continue to act unless otherwise instructed by the brigadier-general commanding. I am advisedly informed that all the beef, mutton, and pork used on the Federal gunboats are procured on Lake Calcasieu, Calcasieu Parish, La. This country is very remote from the commands of Generals Taylor and Sibley or any other general commanding in Louisiana. It is all-important that these depredations should be stopped.

I have already instructed Captain [J. A.] Ware, commanding the cavalry squadrons, to keep scouts on the Louisiana shore and to capture all parties of Federal depredators upon or landing upon the coast.

I understand that northern Louisiana has recently been added to the command of the major-general commanding the district of Texas, etc.; if so, I hereby make application that Calcasieu Parish, La., be added and constitute a part of the eastern subdistrict of Texas, and that my command be extended over the same.

I have the honor to be, very respectfully,

W. H. GRIFFIN,
*Lieutenant-Colonel, Commanding Texas Volunteer Infantry,
Commanding Sabine Pass, etc.*

Captain A. N. MILLER,
Assistant Adjutant-General.

Order of Commander Mullany, U. S. Navy, to Lieutenant-Commander Lewis, U. S. Navy, commanding U. S. S. Itasca.

U. S. S. BIENVILLE,
Off Galveston, Tex., April 20, 1863.

SIR: You will please proceed, with the *Itasca* under your command, off Sabine Pass and there report to Commander Abner Read for temporary blockading service on that station.

Very respectfully, your obedient servant,

J. R. M. MULLANY,
Commander and Senior Officer.

Lieutenant-Commander R. F. R. LEWIS,
Commanding U. S. Gunboat Itasca, off Galveston, Tex.

Capture of Butte-à-la-Rose, April 20, 1863.

Report of Lieutenant-Commander Cooke, U. S. Navy, commanding U. S. S. Estrella.

U. S. GUNBOAT ESTRELLA,
Butte-à-la-Rose, La., April 22, 1863.

SIR: On the 19th instant I sent the *Arizona*, Captain Upton, to reconnoiter this place, and on the 20th, during the forenoon, attacked it with all the gunboats, the *Clifton* and the *Arizona* leading and the *Calhoun* and *Estrella* following. Captain Crocker pushed the *Clifton* ahead very gallantly and received the first fire. Captain Upton followed close in the *Arizona* with the same spirit, and they both engaged the battery and a gunboat lying there. After firing two or three shots the gunboats started up the Atchafalaya at full speed and the *Arizona* followed. The fort immediately ceased firing and surrendered, when the *Clifton* followed the *Arizona* in pursuit of the rebel gunboat. The bayou being so narrow and intricate our vessels could not work to advantage and she escaped. Fort Burton at Butte-à-la-Rose is a battery of two old siege guns, one 24 and one 32 pounder, with a garrison of about 60 men, commanded by Captain Holmes, of the Crescent Regiment. We took the whole garrison prisoners. There was a large quantity of ammunition and a supply of commissary stores, all in good condition.

The gunboat we encountered is a steamer that was formerly called the *Mary T.* She has been fitted up as a Southern war vessel, protected with cotton bales, and carries two 24-pounders, two light

12-pounders, and a small howitzer, besides a company of sharpshooters. Her present name is the *Cotton*, in honor of Captain Fuller's old boat in the Teche. A few days ago there was another one here of the same style, rather larger, called the *Grand Duke*. It was intended that these vessels should accompany the *Queen of the West* in her expedition to Grand Lake, but they arrived too late. The enemy are fitting other steamers in the same way up Red River.

Very respectfully.

A. P. COOKE,

Lieutenant-Commander, Commanding.

Commodore MORRIS, U. S. Navy,

U. S. S. Pensacola, New Orleans.

Extract from diary of Acting Third Assistant Engineer Baird, U. S. Navy, U. S. S. Calhoun.

April 20, 1863.—The *Clifton*, *Calhoun*, *Arizona*, and *Estrella* go up Bayou Chene, into it up the Atchafalaya River, approach Butte-à-la-Rose, and make a dash around the bend at 11 o'clock and take the fort. The fight was short, sharp, and decisive. It was done after the style of Daddy Farragut; we rush in. The contrabands had told us correctly that "De Loozy-anna Tigers in de fote done practice at de target off de p'int until dey can hit him in de bull's eye." Sure enough the *Clifton* and *Calhoun* were struck several times, though the rebels had but four guns (32-pounders). The *Clifton* had the stub end of one air-pump link shot away, but fortunately the other one carried the load. Our boats had everyone been smashed by the trees in the narrow bayous and we had not a boat to put in the water. The *Grand Duke* was at the fort when we came and she ran away. We pursued her and by good fortune shot away the boom that carried her stern boat and dropped it into the water. She escaped by superior speed and turning power. We got the boat, and it was the one we used in landing that day and in bringing up the Louisiana Tigers, who were now our prisoners. They were well-dressed, neat, polite, and educated young men. The *Estrella* took them (50) back to Brashear City. We fired but three shots and believe all hit; certainly one hit the *Grand Duke*. The Tigers said the ships looked most formidable and appeared as if they would run right over or through the fort. We rushed right up to it and the four black vessels, all firing, made a savage appearance. Soon as the transports came we landed 800 soldiers in the fort; it could accommodate about 70; the rest went on the ground back of it, which would have been swamp excepting that the rebels had felled all the cypress trees, burned the branches, etc., and it made a sort of covering for the moss, which was safe to walk over. They had cleared this land so as to defend against an attack from a lake into which the Opelousas River emptied, evidently fearing an attack from the north.

The hits we received in that fight did not hurt us much. One was on the hull just above the copper, near the stern, and though it crushed a plank yet it broke no frame; it was a glancing blow. One tore away some of the upper works which trees had loosened, and the third struck the shaft, probably glancing, for it left only a mark. Its hegira through the wheelhouse could not be traced because that covering had been so badly shattered by the trees that it was already in splinters.

Report of Lieutenant-Commander Cooke, U. S. Navy, forwarding captured flag.

U. S. GUNBOAT ESTRELLA, *April 21, 1863.*

DEAR SIR: Accompanying this is the Confederate flag of the garrison at Fort Burton, Butte-à-la-Rose, which we captured on the morning of the 20th instant. You richly deserve the distinction of receiving it for the gallant and dashing manner in which you pushed your vessel under fire and received the first shot of the enemy.

Yours, truly,

A. P. COOKE,

Lieutenant-Commander and Senior Officer.

Captain FREDERICK CROCKER.

[Telegram.]

DEPARTMENT OF THE GULF,
Opelousas, April 23, 1863.

The commanding general congratulates you upon your victory and begs you to accept his sincere thanks for it. It is of great importance to us. One regiment, including the four companies on the gunboats, is ordered from Brashear to Butte-à-la-Rose to take post there and hold it to the last extremity. The commanding general wishes you to have one gunboat at Butte-à-la-Rose to strengthen the defenses. We will provide additional floating batteries as soon as possible.

RICHARD B. IRWIN,

Assistant Adjutant-General.

Lieutenant-Commander A. P. COOKE,

Commanding U. S. Gunboats.

Letter from the Secretary of the Navy to the Secretary of War regarding traffic carried on through Matamoras, Mexico.

NAVY DEPARTMENT, *April 21, 1863.*

SIR: I have the honor to enclose herewith a copy of a communication I have this day addressed to the Hon. Mr. Chase, Secretary of the Treasury, in reference to the constant and extensive traffic that appears to be carried on by both foreigners and citizens of the United States with the insurgents through the port of Matamoras, on the Rio Grande. As stated in the communication to Mr. Chase, the only sure means of checking this illicit and injurious intercourse seems to be in occupying with our military forces the left bank of the Rio Grande, in Texas.

Very respectfully, etc.,

GIDEON WELLES,

Secretary of the Navy.

Hon. E. M. STANTON,

Secretary of War.

Report of Commodore Bell, U. S. Navy, regarding the escape of the steamer Fox into Mobile.

U. S. STEAM SLOOP BROOKLYN,
Pensacola Bay, April 21, 1863.

SIR: I observe by a paper from Mobile that the steamboat *Fox* was run in under the guns of Fort Morgan at 3 a. m. of the 15th instant.

notwithstanding the fire of thirty shots at her by the blockade. The same article states that she was captured by a party of 15 men, under one Captain Andrews, who visited the Passes of the river (going from New Orleans, I presume) for some such enterprise. They captured her at a coal yard at Pass à l'Outre and ran straight for Mobile, flying the United States flag, her officers and crew assisting to navigate her. One or more small steamers, armed, should be constantly in those Passes to protect our trade and tugs there, else we shall soon have more of such enterprises.

I want some 15 or 20 barrels cannon powder, but can get none here.

My hull is bare of paint, after calking, and there is neither paint nor paint oil to be had.

I shall send requisitions to New Orleans for these and other indispensable supplies.

Very respectfully, your obedient servant,

H. H. BELL,
Commodore.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

Report of Acting Volunteer Lieutenant Hill, U. S. Navy, commanding U. S. bark William G. Anderson, regarding affairs off Pass Cavallo.

U. S. BARK WILLIAM G. ANDERSON,
Off Pass Cavallo, April 21, 1863.

SIR: I came to anchor off this port yesterday and found the *Rachel Seaman* at anchor a great distance offshore, the captain complaining of want of water, provisions, medicine, etc., and "in a bad way" generally. At his request I sent my surgeon on board to examine his sick, and, as I wished to take a look in here, I decided to remain until to-day before proceeding on to Aransas.

Captain Hooper told me his boat had been fired at the other day while reconnoitering by a rebel battery, so this morning I took him on board my ship and stood in very close to the bar, and then ran up along the entrance to Decros Point, where, being in 13½ feet of water and my ship drawing 12½ feet, I went about and stood offshore, and am now on my way down to my station.

They are evidently building a battery between Saluria and the lighthouse, but as yet I do not think they have more than two guns mounted. Inside I saw a schooner and two sailboats; the schooner, however, got underway and stood in to Espiritu Santo Bay, doubtless fearing an attack.

I would most earnestly beg permission, sir, to include this pass in my station for the present, and unless you send me orders to the contrary I shall, after Captain Hooper leaves, take an occasional run up here from Aransas, as it is but 40 miles distant.

A couple of steamers and a three-masted schooner have been seen inside the bay here several times by the *Rachel Seaman*.

Very respectfully, your obedient servant,

FREDERIC S. HILL,
Acting Volunteer Lieutenant, Commanding.

Commander J. R. M. MULLANY.

Letter from Rear-Admiral Farragut, U. S. Navy, to Acting Rear-Admiral Bailey, U. S. Navy, regarding general matters.

U. S. FLAGSHIP HARTFORD,
Mississippi, above Port Hudson, April 22, 1863.

MY DEAR ADMIRAL: I received your kind letter in relation to the *Oncida*, and I have sent Captain Emmons over to take command of her. I did not object to you or Wilkes sending her over in pursuit of the *Oreto*, but as soon as the track was lost she should have been sent back to Mobile, where we were expecting a raid from Buchanan, and our force was not equal to his, particularly as his were mostly ironclads. You say truly, my friend, that one disaster begets another; the capture of the *Harriet Lane* and the abandonment of Galveston was not only the most unfortunate thing that has ever happened to the Navy, but the most shameful and pusillanimous. The *Indianola* was equally as bad; those vessels were surrendered without a show of fight. The vessels were not injured, and ten resolute men would have saved either of them. Blake made a good fight; his officers and men behaved well, but his vessel was a shell, and that iron. My disaster in passing Port Hudson was a misfortune incidental to battle, but the damage, with the exception of the loss of the *Mississippi*, was nothing; the smoke was so thick that the pilots could not see. I worked through by the compass as I did by Jackson, and had my pilot in the mizzentop. I had to stop firing two or three times to see the land. We did not suffer enough to be noticed. One man fell overboard; we thought he was killed and fell over, but it appears they heard him cry for assistance from one of the other ships. We had only 2 slightly wounded. Had the ships not grounded we would all have gone through without the least trouble and very little damage. We lost a most excellent young officer in Cummings, of the *Richmond*. McKinstry is getting well, and I am delighted to think we got off so well. If I had gotten two more vessels past we would have starved them out at Port Hudson and at Vicksburg by cutting off their supplies from the Red River country; as it is, we pinch them very much. If the soldiers had attacked Port Hudson the night we came by, I think there is scarcely a doubt but they would have captured it; but the rule is to believe all the stories circulated by intelligent contrabands, and if our army has 21,000 men, the rebels send a negro to swear they have 30,000 or 40,000, and that ends the matter; it would be absurd to attack them. We must have the advantage or there is no fight; and as the rebels can beat us at that game of lying, so they beat us in the campaign.

We have been doing a little fighting on the Teche, and I hope Banks will capture a few thousand of the rebels, but I fear they will slip through his fingers. We have taken the *Queen of the West*, but I have not learned how yet. The *Indianola* was aground when I passed up to Vicksburg, and I intended to blow her up and destroy her effectually, but we had a blow a night or two before I came down, and when I went to look for her she had slid off into deep water and disappeared; she was more than half under water when I passed up. I hope soon to hear of the fall of Charleston, and then I shall look for the ironclads to finish my work, and if alive, go home and retire to my home and spend the few remaining years I may be spared with my family. I regret that it has neither been in my power to send the

Culhoun to Key West for condemnation nor yet have her condemned at New Orleans, but she is in no condition to go outside; in fact, she is not safe anywhere, but she acts as a fort where she is until I can repair her; she was duly appraised and will be your good prize when she is condemned. It is a great shame that they do not give us a court at New Orleans, as there are so many little vessels that can not be sent away, and besides I can not spare the officers and men to take them to a Northern port.

I have now been absent from my command six weeks and know nothing of what is going on below, but I suppose the commodores who are charged with the different stations are getting along very well; they say no news is good news, and I hear of no disasters, and therefore hope for the best. Thank God, I am always hopeful and trust in God for the result.

Very truly, your friend,

D. G. FARRAGUT.

Acting Rear-Admiral T. BAILEY.

Commanding Eastern Blockading Squadron, Gulf of Mexico.

Report of Commodore Bell, U. S. Navy, commanding U. S. S. Brooklyn, of arrival at Ship Island for repairs to engines of that vessel.

U. S. STEAM SLOOP BROOKLYN,

Off Ship Island, April 22, 1863.

SIR: I left the Pensacola navy yard this morning and anchored here at 8 p. m., to avail myself of the facilities of a machine shop established at this place for repairing the engines.

The U. S. ship *Vincennes*, storeship *Relief*, and steamer *J. P. Jackson* are present.

In passing the blockade off Mobile, Captain Goldsborough, in command, reported all quiet there.

Very respectfully, your obedient servant,

H. H. BELL,
Commodore

HON. GIDEON WELLES,

Secretary of the Navy, Washington City, D. C.

Report of Acting Volunteer Lieutenant Hill, U. S. Navy, commanding U. S. bark William G. Anderson, claiming a share in prize schooner Nymph April 22, 1863.

U. S. BARK WILLIAM G. ANDERSON,

Off New Orleans, June 16, 1863.

SIR: I would respectfully present the claim of the officers and crew of this ship to a share in the prize money resulting from the capture of the schooner *Nymph*, from Belize, Honduras, while endeavoring to evade the blockade off the port of Pass Cavallo, Tex., on the 22d of April.

On the morning of April 22, at 5 o'clock a. m., being early daylight, this ship was at anchor about 7 miles to the south of Pass Cavallo, when two schooners were discovered from this ship to the northeast, one of them about 2½ miles inshore of the other vessel. The outer

vessel was recognized as the U. S. schooner *Rachel Seaman*, with whom we had parted company the previous evening; the other appeared a suspicious vessel, and as she was standing in toward the harbor of Pass Cavallo, I at once dispatched an armed boat to overhaul her and ascertain her character.

This ship was at the time about 5 miles distant from the last-mentioned schooner. My boat succeeded in boarding the schooner, but found she had already been taken possession of by a boat from the U. S. schooner *Rachel Seaman*, who, being at the least 3 miles nearer than this ship to the prize, had got her boat on board about twenty-five minutes before my boat reached the *Nymph*.

The *Nymph* was sufficiently near this ship for me to discern, with the aid of a spyglass, the English colors she hoisted when the *Rachel Seaman* commenced the chase. I also made a signal for the return of my boat from the *Nymph*, and I received an answer to it.

I enclose a certified muster roll of the officers and crew of this ship on the 22d of April. I forward this to the Department, as the vessel and cargo have not been adjudicated in a prize court, but were sold by order of Commodore H. W. Morris at New Orleans.

Very respectfully, your obedient servant,

FREDERIC S. HILL,

Acting Volunteer Lieutenant, Commanding.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Acting Volunteer Lieutenant Hooper, U. S. Navy, commanding U. S. schooner Rachel Seaman, regarding the capture of the schooner Nymph.

U. S. SCHOONER RACHEL SEAMAN,
Off Pass Cavallo, April 23, 1863.

SIR: Enclosed I send prize list of this vessel at the time of the capture of the prize schooner *Nymph*. The *Nymph* was captured by this vessel on the morning of the 22d of April, attempting to run the blockade at this place. At daylight on the morning of the 22d, while lying at anchor 6 miles S. S. E. from the light-house, saw a small schooner bearing about northwest, 4 miles distant, heading directly for the light-house. I immediately sent an armed boat in pursuit (the wind being very light), and commenced getting underway with this vessel also, to chase. On discovering this vessel they wore round on board the *Nymph* and run to the southwest, the wind being about E. S. E. at the time. At twenty minutes past 6 a. m. the boat boarded the *Nymph*. This vessel at the time was due south from the light-house, 6 miles distant, and the *Nymph* bore from this vessel W. N. W., 4 miles distant. I should judge her to be not over $1\frac{1}{2}$ miles from the beach. The captain, when being questioned, said he was from Belize, bound to Matamoras. He admits that he had clear and pleasant weather all the passage, and there appears to be charts and instruments on board sufficient to navigate across the Atlantic. I will also state that at about the time of boarding the prize I sighted the bark *W. G. Anderson* at anchor to the southward, about 10 or 11 miles distant. I think it would be impossible for any person on board the *Anderson* to have seen the prize before I had possession.

The *Nymph* is 16 tons burden, loaded with general cargo consisting of coffee, rice, medicines, dry goods, shoes, etc.; has a provisional register, dated at Belize, Honduras, March 26, 1863.

I am, most respectfully, your obedient servant,

QUINCY A. HOOPER,
Acting Volunteer Lieutenant, Commanding.

HON. GIDEON WELLES,
Secretary of the Navy.

Letter from Brigadier-General Sherman, U. S. Army, to Commodore Morris, U. S. Navy, regarding the need of protection for Pass à l'Outre.

HEADQUARTERS,
Department of New Orleans, April 23, 1863.

COMMODORE: Yours of the 21st was duly received. I regret that you are not able to post a guard boat at Pass à l'Outre. No other sort of guard can be of any use there under present circumstances. If there be any dangerous point about New Orleans, that is the one, where vessels can enter and ascend to Fort Jackson without hindrance, and without any knowledge of it on our part until they arrive there.

The information which I had the honor to convey to you some time ago relative to the force in Mobile, and which has twice been corroborated by intelligent men, shows that the nucleus of a powerful navy, which has already been formed in those waters, having now five iron-clads and three wooden gunboats ready for service, is intended for something more than the mere defense of Mobile.

The traitor captain of the *Fox* and his crew have of course imparted to the authorities at Mobile our condition as to defenses.

At this time I would take the liberty of suggesting what I have before intimated to General Banks, that the land defenses at the parapet are now sufficiently strong to resist any force the enemy can bring in that direction, and I would respectfully suggest that the *Portsmouth* be removed to the Head of the Passes, or should there be any controlling impediment to that course, which can not be foreseen by me, I would suggest as the next best position one in the vicinity of Forts Jackson and St. Philip.

If the latter position be taken, however, I would like to have the honor of further communication with you on the subject.

I have ordered the telegraph wire to be reestablished to Pass à l'Outre.

I regret that the only boat you have available at this time, and which could have been placed at the Pass, should have been sent away, for the purpose she has, by the advice of General Banks.

The guarding of that Pass is worth, in my estimation, all the cotton in Louisiana.

I am, commodore, most respectfully, your obedient servant,

T. W. SHERMAN,
Brigadier-General, Commanding.

Commodore MORRIS,
Commanding Naval Forces, U. S. S. Pensacola.

Report of Captain Goldsborough, U. S. Navy, senior officer off Mobile, regarding the capture of the sloop Elias Beckwith.

U. S. STEAM FRIGATE COLORADO,
Off Mobile, April 24, 1863.

SIR: I take pleasure to inform you the gunboat *Pembina*, one of the blockading vessels off this port, Lieutenant-Commander Jonathan Young commanding, captured, on the 23d instant, the sloop *Elias Beckwith*, from Havana, bound to Mobile, with an assorted cargo.

I have put a prize crew on board and sent her to Key West for adjudication.

Very respectfully, your obedient servant,

J. R. GOLDSBOROUGH,
Captain and Senior Officer off Mobile.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Alden, U. S. Navy, commanding below Port Hudson, regarding the opening of communication with Rear-Admiral Farragut.

U. S. S. RICHMOND,
Below Port Hudson, La., April 24, 1863.

SIR: I have the pleasure to inform you that we yesterday opened communication again with the admiral by signal, and to-day sent a messenger over with dispatches, who returned safely at dark with a full mail from the ships above and dispatches to you from the admiral. The latter I have placed in charge of Mr. Bogart, my clerk, who will deliver them to you.

In a private letter to me the admiral says: "Why can't they send us coal in the *Arizona* or some other vessel up the Atchafalaya River? It is all clear." I suppose he has written to you on the subject.

Respectfully, I am your obedient servant,

JAMES ALDEN,
Captain and Senior Officer Present.

Commodore MORRIS,
Commanding Lower Division, etc.

Order of Commander Mullany, U. S. Navy, to Acting Volunteer Lieutenant Hill, U. S. Navy, declining permission to extend his station to Pass Cavallo.

U. S. S. BIENVILLE,
Off Galveston, Tex., April 25, 1863.

SIR: I have to acknowledge the receipt of your communication of the 21st instant. Your request to have your station extended so far as to include Pass Cavallo can not be complied with. You are authorized, however, to communicate occasionally with the blockading vessel stationed off that point.

I am, respectfully, your obedient servant,

J. R. M. MULLANY,
Comdr. and Senior Officer, Comdg. Naval Forces Coast of Texas.

Acting Volunteer Lieutenant F. S. HILL, U. S. Navy,
Commanding U. S. Bark W. G. Anderson, off Aransas, Tex.

Order of Commodore Morris, U. S. Navy, to Commander Mullany, U. S. Navy, for the presence of a man-of-war at Matamoras.

U. S. S. PENSACOLA,
New Orleans, April 27, 1863.

SIR: * * * I have received reliable information that the Texans are prepared to capture two iron steamers expected to arrive from New York, one named the *Melville*, the other *Tubal Cain*, bound for Matamoras. They expect to capture by boats off that port when they arrive; also, that there are a number of other vessels loaded with contraband of war, from Havana and Nassau, New Providence, which carry English colors, but are not entitled to wear any, and have no legitimate papers, their cargoes being intended to be run over the boundary line into Texas. I am informed that the presence of a man-of-war there will drive them all off. If you can possibly spare a vessel to visit that place, even though it should be but for a short time, it will have a very salutary effect.

Very respectfully, your obedient servant,

HENRY W. MORRIS,
Commodore and Senior Officer.

Commander J. R. M. MULLANY,
Commanding U. S. S. *Bienville*, Coast of Texas.

The schooner *Forest King*, with 450 tons of coal, is chartered to go down to you.

HENRY W. MORRIS.

[Telegram.]

MEMPHIS, TENN., April 27, 1863.
(Received 10 a. m., 28th.)

I have just intercepted an English letter which contains evidence that an attempt is soon to be made to break the blockade.

Two lines of steamers are said to be underway for the Liverpool and New Orleans trade. The *Georgia*, of 2,686 tons register, the first of three vessels, has just been completed, February 27, for the owners, Ferrie & Brothers, of Liverpool. I will send you the letter.

WM. S. SMITH,
Brigadier-General, Commanding.

SECRETARY OF THE NAVY.

Report of Acting Master Shankland, U. S. Navy, regarding the destruction by fire of the U. S. ship Preble at Pensacola.

NAVY YARD, PENSACOLA, April 28, 1863.

SIR: It is my painful duty to report the total destruction of the U. S. ship *Preble*, while lying at anchor off the town of Pensacola, on the morning of the 27th instant. At 9:30 a. m. the alarm of fire was made. I immediately started for the deck, and in passing from my cabin saw a volume of dense black smoke and flame issuing from the forehold. I instantly ordered to beat to quarters, and at the same time made every effort to subdue the fire. At 9:40, finding the fire increasing rapidly, I ordered Mr. Knowlton, acting ensign and executive

officer, to have the magazine flooded and to inform me when the fire reached the bulkhead of the wardroom. At 10:15 or thereabouts the fire had reached the wardroom bulkhead. I instantly gave the word, "All hands leave the ship," as I found it impossible to save her. I beg to state that all hands did their duty in trying to subdue the flames. The officers and men lost all their personal effects.

At 10:50 the ship blew up.

From a report from Vincent B. Clark, landsman, I learn that the fire originated by the carelessness of William J. Wilson, ship's corporal, temporarily acting captain of the hold. I can not learn further than he was emptying a barrel of tar oil into the tank; neither can I tell if he had an open light or a lantern. My orders have been very positive that no open light be used on any account in the hold.

For a list of casualties I respectfully refer you to the accompanying report of Surgeon James S. Knight.

I respectfully ask that a court enquiry be called as soon as possible.

Very respectfully, your obedient servant,

W. F. SHANKLAND,
Acting Master, Commanding.

HON. GIDEON WELLES,
Secretary of the Navy.

[Endorsement.]

From all I can learn, no blame can be attached to the commanding officer of the *Preble*.

Respectfully,

A. GIBSON,
Commander and Senior Officer Afloat.

[Enclosure.]

PENSACOLA NAVY YARD, April 28, 1863.

SIR: In compliance with your request, I beg to report the following casualties which happened during the burning of the U. S. ship *Preble* on the 27th instant:

John Norris, boatswain's mate; hand, feet, and face badly burned.

William King, master at arms; hand burned slightly.

William Vetterline, marine; contusion of great toe.

William J. Wilson, ship's corporal; suffocated.

Respectfully,

JAMES S. KNIGHT,
Assistant Surgeon, U. S. Navy.

WILLIAM F. SHANKLAND,
Acting Master, Commanding.

Letter from Brigadier-General Sherman, U. S. Army, to Commodore Morris, U. S. Navy, regarding the army vessels Landrip and Alliance.

HEADQUARTERS,
Department of New Orleans, April 28, 1863.

COMMODORE: Your letter of yesterday was received. The *Landrip*, at the South West Pass, has been telegraphed to, to proceed to Pass à l'Outre and relieve the *Alliance*.

To make it sure, it would probably be better for you also to telegraph the captain of gunboat in South West Pass to convey the order to go to Berwick Bay, to the *Alliance*. I have telegraphed to Captain Palmer, the quartermaster's agent there, to send the order to the *Alliance*.

Very respectfully, your obedient servant,

T. W. SHERMAN,
Brigadier-General, Commanding.

COMMODORE MORRIS,
Commanding Naval Forces, U. S. S. Pensacola.

Order of Commander Mullany, U. S. Navy, to Acting Volunteer Lieutenant Hooper, U. S. Navy, commanding U. S. schooner Rachel Seaman, to blockade Pass Cavallo.

U. S. S. BIENVILLE,
Off Galveston, Tex., April 28, 1863.

SIR: As soon as you are supplied with water and provisions you will return to your station off Pass Cavallo, and there keep up as strict a blockade as circumstances will admit of.

In case your crew should be in want of medical aid at any time, you are authorized to communicate with the bark *W. G. Anderson*, stationed off Aransas, for the purpose of obtaining it.

On the arrival of the supply steamer you will place on board of her, for passage north, the two men who were condemned by medical survey on the 25th instant.

Your supply of water must be used sparingly, in order that you may be enabled to remain on your station as long as your provisions will hold out.

Very respectfully, your obedient servant,

J. R. M. MULLANY,
*Commander and Senior Officer,
Commanding Naval Forces off Coast of Texas.*

Acting Volunteer Lieutenant QUINCY A. HOOPER,
Commanding U. S. Schooner Rachel Seaman.

Instructions from the Secretary of the Navy to Commodore Morris, U. S. Navy, regarding the adjudication of prizes at Northern courts.

NAVY DEPARTMENT, April 29, 1863.

SIR: Your letter of the 18th instant has been received and duly considered.

There seems to be no objection to having the prize property now at New Orleans, to which you refer, adjudicated at a Northern court. It would be advisable to refer the property to the court for the district of Massachusetts, at Boston, for such adjudication, as that court has already had similar cases brought before it.

The proper steps to be taken are these:

1. The amounts at which the several prizes were appraised should be deposited with, or carried to the credit of, the assistant treasurer at Boston, making a separate deposit in each case, designating each by the name of the vessel.

2. The officer at New Orleans, in charge, should send the names of the prizes and of the capturing vessels of each, and a brief statement of time and place of capture, and the facts relied upon for procuring a condemnation to the United States district attorney at Boston.

3. There must also be sent the order for appraisement in each case, and the return of the appraisers, with the best schedule of the cargo that can be made.

4. There must be affidavits showing as to each case why the vessel and cargo were not sent in for adjudication, as that the vessel was not thought seaworthy for a voyage, the cargo perishable, etc.

If these facts do not exist, and the vessel or cargo is taken solely for the necessities of the Government, that necessity should be made strictly to appear by affidavits.

5. If the master, officers, or any of the crew of the prize are in custody, they should be sent to the court for examination.

6. If the crew of a prize vessel are not sent into court with the vessel, there should be affidavits to show why they were not sent.

7. Whether the crew of a prize are sent into court with the vessel or not, there should be all the evidence possible from the captors to show that the prize should be condemned, and to show what vessels were in sight or signal distance.

The master, mate, and two of the crew of the *Antona*, whom you say you held as prisoners, should be sent to Boston, in accordance with the fifth specification above.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Commodore HENRY W. MORRIS,
U. S. S. Pensacola, New Orleans.

Report of Commander Mullany, U. S. Navy, senior officer off Galveston, regarding provisions and repairs to vessels.

U. S. S. BIENVILLE,
Off Galveston, Tex., May 1, 1863.

SIR: I have the honor to acknowledge the receipt of your letter of the 27th ultimo, advising me of the dispatch of \$15,000 for this ship and \$5,000 for the *New London*; also that a coal vessel with 450 tons of coal is on her way here.

The gunboats on this station are provisioned for one month, and this ship for three months from to-day's date. I think it advisable to send provisions down by the 15th instant, say three months for the four gunboats, two months for the bark *W. G. Anderson*, and two months for this ship. The gunboats average 65 rations each, the *Anderson* about 80, and this ship 150.

I herewith forward a letter from Commander Abner Read, and the accompanying report from his engineer, in relation to the condition of the *New London*, and in doing so let me state that both the *Itasca* and the *Sciota* will have to be sent up for repairs very soon, and that the boilers of the *Owasco* and *Katahdin* are getting troublesome. When the *Cayuga* comes down, I propose to send them up to New Orleans for repairs, one at a time, unless instructed otherwise.

The gunboats require about six master's mates among them and this ship three.

Permit me to state, sir, that it is with considerable difficulty that I have been able to coal this ship since my arrival here. Owing to the rough sea that generally prevails, and to the swell, even when it is not blowing, I have found it unsafe to bring a coal vessel alongside of this ship, and therefore have been compelled to coal with boats. As our consumption is large, this is a slow process, and occupies so much of our time as to seriously interfere with the gun exercises and other duties of the ship, to say nothing of the destruction to the boats. Screw ships having no guards or wheels projecting can manage tolerably well, but it is at a risk that they bring vessels alongside of them. Permit me to suggest, sir, that this ship would be much more efficient if she was stationed nearer to a coaling depot, where she could take in coal promptly.

Very respectfully, your obedient servant,

J. R. M. MULLANY,
Commander and Senior Officer Present.

Commodore HENRY W. MORRIS,
Commanding U. S. S. Pensacola, New Orleans, La.

Report of Lieutenant-Commander Adams, U. S. Navy, regarding the interception of trade in Mississippi Sound.

U. S. SHIP VINCENNES,
Ship Island, May 3, 1863.

COMMODORE: I send you enclosed herewith a requisition for a galley for U. S. S. *J. P. Jackson*. Her galley is used up. I sent all the papers to Commodore Hitchcock, but got answer from Commodore Smith, who writes me it will save time to send requisition for new galley to you. I have nothing to report from this station. The *Brooklyn* is still here repairing.

If you can send me some old canvas I think I can fix a protection for your spars. I heard of a good deal of small trade being carried on between New Orleans and villages along the sound. I fitted out a schooner and have sent her cruising to break up said trade. She has captured two small craft, both of which were abandoned by their crews and had no papers on board.

Very respectfully, your obedient servant,

H. A. ADAMS, Jr.,
Lieutenant-Commander, Commanding at Ship Island.

Commodore H. W. MORRIS,
Senior Naval Officer, U. S. S. Pensacola, New Orleans.

Capture of boat's crew from U. S. bark W. G. Anderson, at St. Joseph's Island, Texas, May 3, 1863.

Report of Commander Mullany, U. S. Navy, senior officer off Galveston, transmitting report of commanding officer.

U. S. S. BIENVILLE,
Off Galveston, Tex., May 9, 1863.

SIR: I herewith enclose a report from Acting Volunteer Lieutenant Hill, commanding U. S. bark *W. G. Anderson*, from which it appears that the enemy has captured his gig and five of the crew, and that his ship is in a crippled condition in consequence of the loss of his anchor

and the destruction of his capstan. I have directed him to anchor his ship at the South West Pass and to report to you in person.

I consider that the attempt to raft off cotton from the beach is ill advised.

The *New London's* boiler has been surveyed and pronounced unsafe. I propose to send her to New Orleans as soon as the *Cayuga* returns. The *Itasca* is also in bad condition, and I fear I shall have to send her away also, which will leave but a small force on the coast of Texas.

Very respectfully, your obedient servant,

J. R. M. MULLANY,

Commander and Senior Officer Present.

Commodore HENRY W. W. MORRIS,

Senior Naval Officer, New Orleans.

Report of Commodore Bell, U. S. Navy, requesting the exchange of the captured men.

U. S. S. PENSACOLA,

New Orleans, August 17, 1863.

SIR: I have received a report from Acting Volunteer Lieutenant Frederic S. Hill, commanding the U. S. bark *W. G. Anderson*, that five of his crew, viz, Edward Cady, seaman (captain of forecastle), Patrick Costello, John Stewart, Robert Anderson, James Ceder, landsmen, were captured 3d May last, at St. Joseph's Island, Texas, and are now prisoners of war at San Antonio, Tex.

Acting Volunteer Lieutenant Hill prays that they may be exchanged for; and I would state that they were captured while trying to secure a prize which they had chased ashore.

I have the honor to be, your obedient servant,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Acting Volunteer Lieutenant Hill, U. S. Navy, regarding the escape of one of the captured men.

U. S. BARK W. G. ANDERSON,

Off New Orleans, October 15, 1863.

SIR: I have the honor to report to the Department that James Ceder, landsman, one of the five men of this ship's crew captured by the rebels on St. Joseph's Island, Texas, on the 3d of May last, has returned to this ship, having effected his escape from his place of imprisonment near Houston on the 16th of August. Ceder made a journey of nearly 600 miles on foot through the enemy's country, and only escaped recapture by the liberal and very frequent aid he received from the Unionists he encountered during his trip.

As Ceder's term of service expired in August last, and he desired to be discharged at this port, I have complied with his wishes and given him his discharge.

Very respectfully, your obedient servant,

FREDERIC S. HILL,

Acting Volunteer Lieutenant, Commanding.

Hon. GIDEON WELLES,

Secretary U. S. Navy, Washington, D. C.

Abstract log of the U. S. bark W. G. Anderson, F. S. Hill, acting volunteer lieutenant, U. S. Navy, commanding.

April 27, 1863.—Off Aransas Pass. At 1:15 p. m. the captain and doctor went in the bay in the gig. At 4:20 p. m. heard firing ashore. Sent the second cutter to his assistance. At 5:30 p. m. gig and second cutter returned and reported that the rebels had fired eight shell at the gig from a light-artillery battery on Mustang Island. The boat was not hit.

April 30.—At 5:10 a. m. saw a sail bearing N. W. by W. Called all hands, cleared away No. 3 gun of port battery, and fired a solid shot, but did not stop him. Slipped our chain and stood in for the bar. The schooner in the meantime passed over the bar and anchored inside near the light-house. We opened fire on her as soon as in range with our starboard battery and pivot gun, but she was out of range and we hauled offshore. Meridian to 4 p. m.; working ship offshore. Made a sloop to northward working that way. At 1:30 p. m. sent boats to cut off the sloop. She seemed to be a blockade runner. The sloop ran ashore about 6 miles north of light-house; crew deserted her. She had cotton. Sea so bad boats could not board her. Boats returned to the ship at sundown. At 8 p. m. sent launch in charge of Acting Master George Taylor to guard the sloop till morning.

May 1.—At 10 a. m. boats landed and commenced getting off the sloop. At 1:30 sent the dingey with men and officers' dinners. Heavy firing at a distance. At 7 p. m. all boats returned with officers and men; left sloop on the beach water-logged.

May 3.—At 12:30 p. m. sent launch and cutter and gig, in charge of Acting Masters William Bailey and George Taylor, to tow off the cotton landed from the sloop. At 2:30 the other boats were just in the edge of the breakers when, as the gig landed, a large body of men rushed down from the sand hills firing as they advanced. The launch and cutter succeeded in getting off, although hit several times, but the gig was captured and her crew of five men made prisoners. During this time fired five shots from the pivot gun, but could not reach the enemy. Hove short, made sail, but did not get underway, as the wind was right offshore. At 3:30 launch and second cutter returned on board and reported Edward Cady, captain forecastle, Robert Anderson, landsman, John Stewart, landsman, Patrick Costello, landsman, James Cedar, landsman, gig's crew, prisoners to rebels.

Report of Captain Hobby, C. S. Army.

SAINT JOSEPH'S ISLAND, [TEX.], *May 4, 1863.*

CAPTAIN: On the 3d instant, about 2 p. m., I attacked with 28 men of my company three Federal launches, containing about 40 of the enemy, and succeeded in capturing one launch (captain's gig), 5 prisoners, 6 new superior Sharps rifles, 5 cartridge boxes, and 1 ammunition chest.

One of the remaining launches, being about 300 yards from the shore, had also surrendered, and was pulling toward us. I ordered the fire on it to cease, and the men to secure the property belonging to the gig already captured. While busily engaged in this the bark opened fire upon us and the launch began to pull out to her. We

again fired upon it, doing much execution. We could distinctly see the men in the launch drop their oars and fall as we fired. Several bodies were also seen floating in the water. One of the launches reached the bark with only two men in it. The third launch, being still farther out in the Gulf, pulled out of our range at the beginning of the fight. I do not think that I am mistaken in estimating the loss of the enemy at 20 in killed, wounded, and prisoners. I can not too highly praise the conduct of the men on this occasion; they were regardless of danger. Their enthusiasm was only equaled by their bravery, and they promptly obeyed every command.

The captured launch was carried by the men across the island, a distance of 2 miles, to Aransas Bay.

On the night of the 3d I removed 10 bales of cotton, which had been captured by the enemy, and placed on the shore of Saint Joseph's Island, and carefully concealed it, where it now awaits transportation.

* * *

I have, captain, the honor to be, respectfully, your obedient servant,

E. E. HOBBY,

Captain, Comdg. Company D, Eighth Texas Volunteer Infantry.

Captain B. F. NEAL.

General Order (No. 66) of Major-General Magruder, C. S. Army.

HDQRS. DIST. OF TEX., N. MEX., AND ARIZ.,

Corpus Christi, Tex., May 20, 1863.

The major-general commanding takes this opportunity to express officially to Colonel [A. M.] Hobby and the officers and men under his command his high sense of the heroic gallantry which has rendered successful their efforts in repelling the attempts of the enemy to effect a landing on this part of the coast, and of their activity and energy exhibited in the recent brilliant affair which resulted in the capture of a launch with 5 of the enemy and the death of 12 or 15 others. This gallant feat was performed by 28 men of Captain [E. E.] Hobby's company. Major-General Magruder feels sure that those of the troops who have been ordered to Louisiana bore with them willing hearts and strong arms to assist their sister State in expelling the ruthless invader, and begs to assure those who remain that he feels confident that Texas will be nobly defended while her sons stand between the enemy and their loved homes.

By command of Major-General Magruder:

E. P. TURNER,

Assistant Adjutant-General.

Letter from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, transmitting copies of warrant regarding the suppression of the African slave trade.

NAVY DEPARTMENT, May 4, 1863.

SIR: I transmit herewith thirty copies of the special warrant of the Department, issued in pursuance of the treaty between Great Britain and the United States, of April 7, 1862, for the suppression of the African slave trade. You will address them to the commanding

officers of such vessels in your squadrons as may most likely have occasion to exercise the privileges and rights conferred by the treaty, and furnish the Department with a list showing the names of the vessels, their armament, and the names of the commanding officers, respectively, to which you may issue the warrant.

You will notice that under the second paragraph of article 2 of the treaty the officers must not be of lower grade than lieutenant.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Commanding, etc., New Orleans.

Report of Commodore Morris, U. S. Navy, regarding vessels needing repairs.

U. S. S. PENSACOLA,
New Orleans, May 5, 1863.

SIR: I regret to inform you that the condition of nearly all the gunboats of this squadron is so dilapidated by reason of the giving out of their machinery and boilers as to incapacitate them for performing much more service on blockade duty.

Captain Goldshorough, of the *Colorado*, reports to me that the gunboats *Pinola*, *Pembina*, and *Pocahontas* require very extensive repairs to their machinery and boilers. They have been surveyed and copies of the surveys have been forwarded to you.

I have directed him that if their repairs can not be done at Ship Island to send them here for that purpose. He also informs me that the machinery and boilers of the *Arvestook* are beginning to give way, and that the blockading force off Mobile has become so reduced in consequence that he can not make it effective without more vessels.

I have withdrawn the *Genesee* from Baton Rouge and ordered her to him at Mobile Bar. She has been here a week making repairs and will be ready to go there in two or three days from now. I will send up the *Monongahela* to Baton Rouge to replace her.

I have reports from Commander Mullany, of the *Bienville*, who is at present senior officer off Galveston, that the *New London* and *Itasca* are almost useless for want of extensive repairs to their machinery and boilers. He will send them up here for that purpose as soon as the *Cayuga*, which is now here undergoing repairs, shall have been sent back to him; but the tubes in the *Cayuga's* boilers are constantly giving out, showing that they all want renewing. I shall send her back in about a week from now.

The *Kineo* is also here and has been undergoing repairs to her boilers and machinery for over two weeks. When ready, I shall send her back to Baton Rouge.

The *Brooklyn* will be back at Galveston about the 15th instant.

I am, sir, very respectfully, your obedient servant,

HENRY W. MORRIS,
Commodore and Senior Officer.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Capture of the steamer Eugenie by the U. S. S. R. R. Cuyler, May 6, 1863.

Report of Captain Goldsborough, U. S. Navy, senior officer off Mobile.

U. S. STEAM FRIGATE COLORADO,
Off Mobile, May 7, 1863.

SIR: I take pleasure to inform you the steamer *R. R. Cuyler*, one of the blockading vessels off this port, Lieutenant-Commander James E. Jouett, commanding, captured on the evening of the 6th of May, 1863, the side-wheel steamer *Eugenie*, from Havana, bound to Mobile, with an assorted cargo.

I have put a prize crew on board and sent her to Key West for adjudication.

Her passengers and crew will be sent home in the supply steamer *Union*.

Very respectfully, your obedient servant,

J. R. GOLDSBOROUGH,
Captain and Senior Officer off Mobile.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Additional report of Captain Goldsborough, U. S. Navy, senior officer off Mobile.

U. S. STEAM FRIGATE COLORADO,
Off Mobile, May 8, 1863.

SIR: I deem it proper to inform you that the steamer *Eugenie*, captured on the night of the 6th instant, off this place, was fitted out at New York some weeks since and sailed from there loaded, I learn, with arms and ammunition for Havana via Nassau.

Her register, manifest, log book, and all writings of every description were thrown overboard during the chase; her hatches were calked down. I did not examine her cargo, but understood after she had sailed that she had powder on board.

She is a new side-wheel steamer, six months old, coppered, very fast, about 100 tons, and would make a fine dispatch boat for Admiral Farragut.

Very respectfully, your obedient servant,

J. R. GOLDSBOROUGH,
Captain and Senior Officer off Mobile.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Rear-Admiral Farragut, U. S. Navy, to the judge of prize court, Key West, requesting that the prize be added to his command.

NEW ORLEANS, *May 20, [1863].*

Will you be pleased to have the prize steamer *Eugenie* sent to New Orleans for service in my squadron after she is adjudicated by the court?

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Hon. JUDGE MARVIN,
U. S. Prize Court, Key West.

Order of the Secretary of the Navy to Commodore Morris, U. S. Navy, regarding the disposition of prize vessels and cargoes.

NAVY DEPARTMENT, May 7, 1863.

SIR: Your letter of April 18, relative to the disposition of prize vessels, and their cargoes brought into the port of New Orleans, has been received. A reply to the greater portion thereof was contained in the Department's letter of April 29. The *Antona* and cargo may be sent to Boston for adjudication, in the manner designated in the Department's letter above referred to. The cargo may be sent in the *Antona*, if she can be spared, or in some other convenient way, at your discretion.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Commodore HENRY W. MORRIS,
U. S. S. Pensacola, New Orleans, La.

Letter from the Secretary of the Navy to the Secretary of State, giving information regarding the disposition of the British steamer Antona.

NAVY DEPARTMENT, May 7, 1863.

SIR: I have the honor to acknowledge the receipt of your letter of the 4th instant, inviting my attention to a copy of a communication of the 29th ultimo, addressed to you by Lord Lyons, relative to the case of the British steamer *Antona*, which was captured by the U. S. S. *Pocahontas* on the 6th of January last and taken to New Orleans.

The *Antona* was sent to New Orleans, as it was understood that a prize court was to be established there. The cargo was discharged and the vessel, after regular appraisal, taken into the service of the United States. In a communication dated the 18th ultimo Commodore Morris, the senior naval officer at New Orleans, notified the Department of the condition of affairs, no prize court having been established, and was directed to send all the papers, cargo, prisoners, etc., to Boston that the case might be adjudicated in that district.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Hon. WM. H. SEWARD,
Secretary of State.

Letter from Major-General Banks, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, regarding cooperative movement in Red River.

HDQRS. DEPT. OF THE GULF, NINETEENTH ARMY CORPS,
Alexandria, May 8, 1863.

DEAR SIR: I shall remain here a few days until communication can be opened with General Grant and the chances of cooperation with him be ascertained. In the meantime we desire to be active, and shall move toward Shreveport, giving the enemy impression that we advance

to that point. Can not the lighter gunboats now with you, such as the *Clifton*, *Reliance*, or *Sachem*, be sent to us, for the purpose of moving up the Red River as far as may be safe and practicable? Without losing time, this may give us important results, possibly to drive the enemy from the road to Shreveport, in the direction of Niblett's Bluff, on the Sabine River. I commend this to your consideration.

Very respectfully, your obedient servant,

N. P. BANKS,
Major-General, Commanding.

Commodore FARRAGUT.

Letter from Major-General Banks, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, advising the immediate reduction of Port Hudson.

HDQRS. DEPT. OF THE GULF, NINETEENTH ARMY CORPS,
Alexandria, May 8, 1863.

DEAR SIR: I forward to you a general statement of our position. Nothing can exceed the spirit and discipline of our troops.

I send to-day my adjutant, Colonel Irwin, to communicate with you. You mention in your last dispatch that you are in doubt whether the reduction of Port Hudson or Mobile ought first to be attempted. There are many reasons, all of which we have discussed together, which would make a movement against Mobile acceptable to me. So strong was this feeling that I send my chief of artillery, Brigadier-General Arnold, from Opelousas to New Orleans to ascertain what transports could be obtained for this purpose. Our recent success, military and naval, makes it now advisable in my judgment to pursue a different course. It is indispensable that your fleet, that of Admiral Porter, and the army of General Grant, should be able to obtain coal and provisions, in whole or in part, from New Orleans. I have written General Grant and informed Admiral Porter that we can furnish these supplies by the *Atchafalaya*; orders have been given to my staff officers for this purpose. There are five or six schooners with coal on their way to you, under directions of Colonel Holabird. Now to secure the operations in this quarter from interruption by want of supplies, a great calamity now, let us open the Lower Mississippi by the reduction of Port Hudson at once. I understand from the dispatches of General Grant that such is his desire. He asks my cooperation in that object on the 25th May. I have answered I can join him by the 25th May or the 1st June on the Bayou Sara. I am now sure it can be done on the 25th, if necessary. We can concentrate all our forces at that point before it is known or suspected. With Porter's and your fleet, Grant's forces and mine united, the result is certain, and only the work of an hour. We can give the enemy the devil. Let us once concentrate, the first time in this war. The Mississippi open below, all is clear for the most successful and decisive results of the war. This is certainly in conformity — * * *

[N. P. BANKS.]

Admiral FARRAGUT.

Letter from Major-General Banks, U. S. Army, to Captain Walke, U. S. Navy, requesting the delivery of dispatches to Rear-Admiral Farragut.

HDQRS. DEPT. OF THE GULF, NINETEENTH ARMY CORPS,
Alexandria, La., May 9, 1863.

SIR: I have the honor to request, if not inconsistent with your instructions from Admiral Porter, you will order the *Estrella* to go down the river in the morning, to carry important dispatches to Admiral Farragut.

Very respectfully, your obedient servant,

N. P. BANKS,
Major-General, Commanding.

Captain HENRY WALKE, U. S. Navy,
Commanding, etc., *Lafayette*.

General order of Rear-Admiral Farragut, U. S. Navy, requiring the enlistment of contrabands on naval vessels.

U. S. FLAGSHIP HARTFORD,
Off Baton Rouge, May 9, 1863.

Below you will find an extract from a communication from the Navy Department in relation to the enlistment of contrabands, by which you will be guided.

D. G. FARRAGUT,
Flag-Officer, Western Gulf Blockading Squadron.

"The large number of persons known as contrabands flocking to the protection of the United States flag affords an opportunity to provide in every department of a ship, especially for boats' crews, acclimated labor. Flag-officers are required to obtain the services of these persons for the country by enlisting them freely in the Navy, with their consent, rating them as boys at \$8, \$9, and \$10 per month, and one ration. Let a monthly return be made of the number of this class of persons employed on each vessel under your command."

Order of Commander Mullany, U. S. Navy, to Acting Volunteer Lieutenant Hill, U. S. Navy, commanding U. S. bark William G. Anderson.

U. S. S. BIENVILLE,
Off Galveston, Tex., May 9, 1863.

SIR: You will proceed with the U. S. bark *W. G. Anderson*, under your command, to Pilot Town inside of the South West Pass, where you will anchor until you can communicate in person with the senior naval officer present at New Orleans, and receive his instructions.

Very respectfully, your obedient servant,

J. R. M. MULLANY,
Commander and Senior Officer off Coast of Texas.

Acting Volunteer Lieutenant F. S. HILL,
Commanding U. S. bark *W. G. Anderson*, off Galveston, Tex.

Report of Captain Goldsborough, U. S. Navy, regarding the capture of the schooner Sea Lion, May 9, 1863.*

U. S. STEAM FRIGATE COLORADO,
Off Mobile, May 10, 1863.

SIR: I take pleasure to inform you the gunboat *Aroostook*, Lieutenant-Commander S. R. Franklin, one of the blockading vessels off this port, captured, on the evening of the 9th of May, 1863, the schooner *Sea Lion*, from Mobile, bound to Havana, with a cargo of 272 bales of cotton.

I have put a prize crew on board and sent her to Key West for adjudication.

The following vessels were in signal distance at the time, and are entitled to a share of the prize money: U. S. frigate *Colorado*, U. S. steamers *Lackawanna*, *R. R. Cruyer*, *Pocahontas*, *Kanawha*, and *Kennebec*.

Very respectfully, your obedient servant,

J. R. GOLDSBOROUGH,
Captain and Senior Officer off Mobile.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Captain Marchand, U. S. Navy, to Commissioner of Prize Court at Key West, regarding the capture of the schooner Sea Lion, May 9, 1863.

U. S. STEAM SLOOP LACKAWANNA,
New Orleans, January 2, 1864.

SIR: I have the honor to acknowledge the receipt of your communication of the 2d November last, relating to the prize vessels captured off Mobile and condemned in the U. S. district court at Key West.

The only case therein mentioned in which the *Lackawanna* claims to be a joint captor is that of the schooner *Sea Lion*, and herewith I send an authenticated statement upon which that claim is based.

The addition made to the statement above referred to shows that Lieutenant-Commander Franklin, who made the capture, has been served with a copy, and acknowledges that the *Lackawanna* was within signal distance at the time.

Your communication stated that no claim had been made as joint captor by any ship in cases of steamers *Planter* and *Neptune*. I do not think that any such claim can be made, as no other Government vessel was in sight at any time during the chase, at the captures, or for two days after the captures were made by the *Lackawanna*.

Very respectfully, your obedient servant,

J. B. MARCHAND,
Captain.

GEORGE D. ALLEN, Esq.,
Prize Commissioner, Key West.

[Enclosure.]

In relation to the prize schooner Sea Lion in the U. S. district court for the Southern District of Florida.

The schooner *Sea Lion* was captured on leaving Mobile Bay by the U. S. gunboat *Aroostook* about 10 o'clock on the night of May 9, 1863.

* See also Series 1, volume 17, pp. 436-438.

At the time of the capture the *Sea Lion* had just come out through the Swash Channel and the U. S. steam sloop *Lackawanna*, one of the blockading vessels, was off the Main Ship Channel; the distance between the two vessels was not greater, if so distant, as 4 miles.

Shortly before the capture I saw from the deck of the *Lackawanna* that one of the blockading vessels was making the night signal that a strange sail was coming out, which was immediately followed by another signal, apparently from the same vessel that assistance was wanted; then I saw the flashes and heard the repeated reports of heavy guns from the vessel or vessels where the signals were made. Very soon I could see by the colored signal lights that other vessels of the blockading squadron stationed near the scene of action were on their way to give assistance. The *Lackawanna* was in readiness, but could not leave her station off the Main Ship Channel, unless circumstances were urgent, and such did not seem to be the case, as in a few minutes everything was quiet.

After the lapse of some time I saw a gunboat which, by her night signal, I recognized to be the *Aroostook*, with a schooner in tow; this proved to be the *Sea Lion*, standing toward the *Colorado*, near where [which] she was anchored, the *Colorado* being about a mile distant from the *Lackawanna*.

This statement is made agreeably to the rule of the court, with a view of showing the *Lackawanna's* claim in the prize, as a joint captor.

J. B. MARCHAND,

Captain, Commanding U. S. Steam Sloop Lackawanna.

Personally appeared before me the above-named Captain John B. Marchand, who, being duly sworn, declares that the facts set forth in the foregoing statement are true to the best of his knowledge and belief. And I hereby declare that I am not interested in the case.

Done on board the U. S. sloop *Portsmouth*, off New Orleans, the 1st day of January, 1864.

L. C. SARTORI,

Commander, U. S. Ship Portsmouth.

[Addition to above letter made by Captain Franklin.]

The U. S. S. *Lackawanna* was within signal distance at the time the *Sea Lion* was captured by the *Aroostook*, under my command, as referred to in the foregoing statement, of which I have received a copy.

S. R. FRANKLIN,

Lieutenant-Commander.

JANUARY 2, 1864.

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Goldsborough, U. S. Navy, regarding disposition of prisoners captured on the Sea Lion May 9, 1863.

U. S. S. PENSACOLA,

New Orleans June 23, 1863.

SIR: Your letter* of the 22d of May last, enclosing a list of prisoners captured in the *Sea Lion* and *Isabel*, is received with the prisoners themselves.

* Not found.

Your letter states as follows:

I have now on board of the *Colorado* Captain Jefferson, of the *Isabel*. He is a noted rebel and blockade runner. I ask for your wishes concerning him.

You will send this person north in the *Bermuda*, and turn him over to the commanding officer of the station with a copy of this letter to be disposed of as the honorable Secretary of the Navy may see fit.

I am, very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Captain JOHN R. GOLDSBOROUGH,
Commanding U. S. S. Colorado.

Commendatory letter from Commander Mullany, U. S. Navy, to Lieutenant-Commander Madigan, U. S. Navy, commanding U. S. S. Owasco, regarding the capture of the schooner Hanover.

U. S. S. BIENVILLE,
Off Galveston, Tex., May 11, 1863.

SIR: Your letter * of the 10th instant, reporting the chasing inshore and subsequent burning by the boats of the *Owasco* and *Katahdin* of the schooner you were sent in pursuit of yesterday morning, is received. It gives me pleasure to say the work was most creditably performed.

Very respectfully, your obedient servant,

J. R. M. MULLANY,
Commander and Senior Officer Present.

Lieutenant-Commander J. MADIGAN, Jr.,
Commanding U. S. Gunboat Owasco.

Abstract log of the U. S. S. Owasco, Lieutenant-Commander Madigan, U. S. Navy, commanding.

May 10, 1863.—Off Galveston. At 11:15 a. m. *Bienville* made signal 333. Steamed around the *Bienville's* stern and received orders to chase strange vessel. Steamed southward and westward. At 12:30, sail in sight from the deck. Made all sail and steam in chase. At 1:30 p. m. fired a shell from XI-inch and rifle guns, the schooner heading in toward the beach, flying the English flag. Commenced firing at her very rapidly.

At 2:15 the schooner ran ashore; the crew left her as soon as possible, leaving all sail set. At 3:15 Acting Master Samuel A. Swinerton went in the first cutter with an armed crew and boarded her, setting her on fire, the *Katahdin's* boat in company with ours. Horsemen were advancing from the direction of Galveston. Shelled the beach, keeping them back. At 4 the schooner in full blaze. At 4:45 the boat returned, the schooner proving to be the *Hanover*. At 5 turned back, having expended 36 rifle shell, 13 XI-inch shell, and 10 XI-inch incendiary shell.

At 8:45 p. m. anchored near the *Bienville*.

* Not found.

Letter from Commodore Palmer, U. S. Navy, to Major-General Banks, U. S. Army, regarding conditions in Port Hudson.

U. S. S. HARTFORD,
Off Red River, May 11, 1863.

MY DEAR GENERAL: The admiral, as you are aware, has left me in command here and gone down to New Orleans. I have also four gunboats with me; two of them, the *Arizona* and *Switzerland*, are up the river, and the *Albatross* and *Estrella* are with me. Your aid, Lieutenant Crosby, will tell you of our affairs here. It is very certain that there are not over 10,000 men at Port Hudson, and from many sources we hear that they are about to evacuate; that they have already, we hear, sent away two of their heaviest guns, and are very much straitened in provisions. A demonstration upon them would, I think, insure their evacuation.

It seems now that General Grant can send you no reinforcements. If you intend coming down, and I can be of any assistance, I will cheerfully remain to assist in the attack upon Port Hudson; but if this be not your intention for the present, I shall, within the coming fortnight, run the blockade some favorable night and join the fleet below, as the admiral is very anxious for me to come down.

I send you seven refugees who are very anxious to join your army. They are very violent Union men and may be of some service to you as pioneers.

Very respectfully, your obedient servant,

JAMES S. PALMER,
Commodore.

Major-General N. P. BANKS,
Commanding Department of the Gulf.

Report of Captain Alden, referring to the bombardment of Port Hudson by the Mortar Fleet.

U. S. S. RICHMOND,
Below Port Hudson, May 11, 1863.

SIR: In accordance with your order of the 5th instant I had the mortar vessels placed in position under the immediate direction of Commander Caldwell, of the *Essex*. Some delay occurred at first in the absence of the necessary force to tow them from Baton Rouge, but with the assistance of a steamer furnished by the army, they were all ready to commence bombarding on the 8th instant, when the proper ranges were obtained, and the firing commenced in good earnest that evening at 10 o'clock. For the particulars of their proceedings since then, I respectfully refer you to Commander Caldwell's report, which is herewith enclosed.

On the second morning after the shelling began, I observed that the enemy had brought down guns to an old deserted breastwork within a short mile of the mortar vessels and were firing upon them. I soon slipped our cable and with our 100-pounder Parrott rifle, which was already in range, did good execution upon the rebel batteries, as we

hastened to cover the mortar vessels. The enemy's shot and shell passed harmlessly over and around us till we brought our broadside to bear, when one discharge seemed to quiet them entirely; indeed, we have not heard from them since, although thirty-six hours have elapsed.

Respectfully, etc.,

[JAMES ALDEN],
Captain.

Admiral FARRAGUT.

Order of Commodore Palmer, U. S. Navy, to Lieutenant-Commander Cooke, U. S. Navy, commanding U. S. S. Estrella, to return to Alexandria and cooperate with the army.

U. S. FLAGSHIP HARTFORD,
Off Red River, May 12, 1863.

SIR: You will return at once to Alexandria to cooperate with the army (wooding by the way if necessary). The *Arizona* and *Switzerland* will be with you; should the *Clifton* come up, I will also send her. You will be careful to get the vessels down before the water falls, and return to your old station at Brashear City. In this, however, you will be guided very much by the necessities of the army. Upon your arrival you will report in person to Admiral Farragut at New Orleans.

Respectfully, your obedient servant,

JAS. S. PALMER,
Commodore.

Lieutenant-Commander A. P. COOKE,
Commanding U. S. S. *Estrella*.

Report of Rear-Admiral Farragut, U. S. Navy, regarding condition of affairs upon his arrival at New Orleans.

No. 91.]

FLAGSHIP PENSACOLA,
New Orleans, May 12, 1863.

SIR: Since my No. 88 I have arrived safely in New Orleans. I went down the river to Port Hudson and communicated with Captain Alden, destroyed all the sugar and molasses that I could find, and returned to the mouth of Red River and then took the *Sachem* and came down the Atchafalaya to this city. I am now making arrangements to continue the bombardment of Port Hudson until the place is attacked and the *Hartford* down the river.

I find that Commodore Morris has conducted the affairs of the squadron with as much ability as I possibly could have done; he has been untiring in his labors to keep up the blockade and the vessels well supplied and their wants generally attended to.

I find my gunboats are all giving out one after another; the *Calhoun*, *Pembina*, *Pocahontas*, and *Pinola* on the coast of Florida, and the *Itasca*, *Sciota*, *New London*, and *Owasco* on the coast of Texas, all require extensive repairs; the *Calhoun* and *Kensington* and *Pembina* require new boilers.

I can not but think that this is owing to bad engineering, as I find that when the engineer in charge is a man of ability the engines are generally in good order and ready for service.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Commodore Bell, U. S. Navy, to Captain Jenkins, U. S. Navy, referring to the value of Rear-Admiral Farragut's operations in the Mississippi.

U. S. S. BROOKLYN,
Ship Island, May 12, 1863.

DEAR CAPTAIN: I am one of those who attaches more importance to the admiral's brilliant move up the river than to anything that has been done by navy or army since the capture of New Orleans. It was the finishing stroke to that great blow, and I am glad the admiral did it single handed, unassisted from other quarters. The want of provisions soon became sensibly felt from Vicksburg to Richmond, and ensured the speedy demoralization of the Confederate troops throughout the insurrectionary States. It was better than any battle, for it is of wider influence and more generally felt than any battle. Men can not hold together without food, besides it spares neither widows nor orphans, nor maimed nor inhuman men. We hear of men everywhere deserting their ranks and seeking to be captured and paroled. It was gallantly done, and I think the admiral has fairly wedded his name to the Mississippi through all ages to come. The soldiers will have easy battles to fight henceforth.

I shall be ready to start for Galveston on the 15th, stopping at South West Pass on the 16th. There being only two boilermakers here, my repairs are done only in part, the most pressing, the others (on boilers) are left till another time, as I suppose the gunboats off Galveston are all pretty well used up by this time; they are fragile things.

Will you be good enough to give some attention to the requisitions which I send with this to the admiral in charge of Lieutenant Mitchell, and also to those from the carpenters' and boatswains' departments, which I forwarded to Commodore Morris on the 23d April, bearing in mind that the gunboats off Galveston are always crying for help and can get it only from this ship. The Galveston folk aptly spoke of the blockade there as "the *Brooklyn* and her whelps," whose lame condition and arrangement they were always quick to notice and record. I have sent a sketch of Galveston batteries to the admiral, with plans for their attack when there are troops to occupy their strongholds. Bolivar Point would be a safe and convenient point at which to summer his troops—at least those that he could spare—though I don't know how the place is off for water. It must be abundant, however, as there are extensive herds of cattle grazing there in full view from our ships. I wish you would ask the admiral to show it to you. Two plans are submitted. Either one would enable him to dispense with half of his force now employed there.

Refugees bring a report of the defeat of Stonewall Jackson, who attacked the rear of Hooker. They speak of everybody in the country being in abject poverty, dispirited, and wanting peace, though, they say, no one dares to allude to it except on condition of independence. They say (not from their own knowledge, but a kind of instinct) that the people of Mobile would gladly give in to an invading army, nearly all their troops being in Mississippi and Tennessee. Seven lady-like women came over from Mobile to-day on their way to New Orleans, doubtless fleeing from the wrath to come, though one of them says she is coming right back. She knows better, of course.

Please make my kindest regards to the admiral.

Yours, very cordially,

H. H. BELL.

Captain THORNTON A. JENKINS,
Fleet Captain, Western Gulf Blockading Squadron.

Report of Rear-Admiral Farragut, U. S. Navy, regarding courtesies extended to Confederate officers by Commodore Bell, U. S. Navy.

No. 89.]

FLAGSHIP PENSACOLA,
New Orleans, May 12, 1863.

SIR: Your dispatch in relation to Commodore Bell was duly received and I deeply regret that the Department should have been so impressed by some unfriendly person, for I feel assured that the Government does not possess a more patriotic, zealous, and untiring officer in his exertions to serve it than is Commodore Bell. Whatever he may have been prompted to do in a little matter of courtesy, I can well understand. He is a man of very acute sensibilities and is at all times unwilling to do anything that might be considered discourteous, and as the rebels are now considered in all matters of intercourse as belligerents, I see no reason why he should not have been courteous to them, and I doubt if he did more.

The *Brooklyn* is at present undergoing repairs at Ship Island and will soon be ready for service. Commodore Bell is one of my commanders who never takes a day longer to get his ship ready for service than is absolutely necessary, and has never asked for more force than he had, knowing, as he says, that I always do the best for them all that I can.

I shall investigate this matter the moment I can find an opportunity. The Department does not appear to realize the difficulty I have in trying officers and men. I would require a standing court at New Orleans all the time. I am compelled to treat the worst cases summarily by sending them home with a statement of their cases and a recommendation that they be dismissed, and hope they will be approved by the Department.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, transmitting consular extract from Havana regarding blockade runners.

NAVY DEPARTMENT, *May 12, 1863.*

SIR: The following extract from a dispatch dated the 29th ultimo, from the acting consul-general of the United States at Havana, indicates considerable activity in the running of the blockade at Mobile:

The rebel steamer *Nita*, laden with arms, ammunition, etc., sailed on the 25th, destination Mobile, but put back the next morning, reason given for her return that her coal was not good. She is still lying in port. The notorious *Cuba* is now ready to leave. The *Soler* (Spanish) is taking in cargo; so is the *Alice*, which has so many times run the blockade that Smith, the commander, is paid \$5,000 each trip. The *Atlantic* is also preparing for the same business, and I am informed a small tugboat of this harbor, the *Union*, has been purchased by the blockade runners. The rebel steamer *General Buckner*, formerly *Laura*, arrived here with cotton from Mobile, with dates to the 24th. She has already opened her register to take in a return cargo.

A previous dispatch states that the *Neptune* got safely into Mobile on the 16th ultimo.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Comdg. Western Gulf Blockading Squadron, New Orleans.

Report of Commodore Bell, U. S. Navy, regarding his expected return to Galveston.

U. S. STEAM SLOOP BROOKLYN,
Ship Island, May 12, 1863.

SIR: I expect to leave here in the *Brooklyn* Friday, 15th, for the South West Pass, stopping there on my way to Galveston, and will be glad to receive any instructions that you may have for me.

The ship is much in want of ammunition for small arms, being almost destitute in those branches. They could not be supplied at Pensacola.

I have ordered Lieutenant A. N. Mitchell to report to the senior officer, U. S. Navy, at New Orleans to try and obtain the ammunition called for, and also the supplies applied for by requisition forwarded from Ship Island to Commodore Morris on the 23d April, which I beg you will grant, many of them being pressing necessities. After calking and scraping, the hull is quite bare of paint, and I have not a pound of paint nor a quart of oil to cover her nakedness.

Some provisions, flour, and butter are also wanted.

I beg you will get me the necessary ammunition from the army if you have it not on hand in your storeship.

The *Brooklyn's* boilers are not all repaired, but feeling sure that the gunboats must be in want of repairs also, I hope to get along for the present.

Very respectfully, your obedient servant,

H. H. BELL,
Commodore.

Rear-Admiral D. G. FARRAGUT,
Comdg. Western Gulf Blockading Squadron, New Orleans, La.

Report of Commodore Bell, U. S. Navy, submitting plans of attack upon the defenses of Galveston.

U. S. STEAM SLOOP BROOKLYN,
Ship Island, May 12, 1863.

SIR: Please receive herewith a sketch* of the harbor and defenses of Galveston as they appeared April 1, when I sailed from that blockade. The chart of the harbor and shoals is copied from the U. S. Coast Survey. The forts are marked in red ink.

The city on the Gulf side is protected by shoals of from 6 to 9 feet, extending into the Gulf ——— yards, thence gradually deepening to 18 feet. In addition thereto they have constructed on the south side a bombproof battery with iron-cased embrasures and port shutters, where they have two rifled guns. On the beach near the middle of the city is another battery, and at the northeast end of the city, at what is called the Old Hospital, is a third and more extensive battery mounting rifled guns. Those three batteries command the approach to the city on the sea side. The first-named battery can be successfully flanked on its south side by gunboats, and I have requested officers not to notice that weak point till the proper time for attacking the city.

The pilot with whom I am provided says the outer shoals and main ship channel have greatly altered from the charts, and all the buoys except the turning buoy into the harbor have been removed, while the landmarks are few and by no means prominent. The defenses of the approaches to the inner harbor consist of a carefully constructed fort on Fort Point mounting eight guns, and are being casemated, and of a battery at Pelican Spit mounting four or six guns, three of these showing great prominence and believed to be quakers. One or more rams lie every night behind Pelican Spit. The main ship channel into the harbor between these forts has been for the last two months constantly avoided by their boats larger than small rowboats, all their intercourse with Pelican Spit being made several miles around Pelican Island. The defenses of the harbor consist of the fort on Fort Point already named, two batteries between that and the city, one of them casemated, number of guns not known; also a casemated battery of two guns (when Captain Renshaw occupied the city) near the lower wharf. This battery has been extended across to connect with the battery at Old Hospital for defense on the Gulf side. At the upper end of the city is another battery, force not known.

They were driving piles in the bay across from Pelican Island toward the mainland above Virginia Point.

Five miles from the city a railroad bridge crosses from Galveston Island to Virginia Point, and 2 miles to the westward of that they are constructing another bridge, as if providing against the destruction of one or other of them. The ends of these bridges are defended by earthworks seen from our mastheads.

They have some steamboats in the bay, some of them barricaded, and one, at least, a veritable ram.

There are two plans of attack:

1st. For partial occupation, viz, of the channel between Fort Point and Bolivar Point, to prevent blockade running.

2d. An attack for the final occupation of the city and island.

*Not found.

For the first, the occupation of Bolivar Point, Pelican Spit, and Fort Point would be necessary, assisted by two or three gunboats. The main ship channel to the harbor being considered as closed with obstructions, there remains but one approach from the bay, viz, that via Pelican Spit.

Fort Point is already so strong as to be easily made impregnable on the land side, assisted by one or two gunboats. Pelican Spit and Bolivar Point are also defensible with the same assistance. One thousand men could occupy and defend the three points named against all adversaries, whether from without or from within.

The plan of attack would be to assault at night Fort Point and all the batteries on the neck between it and the city. Fort Point flanks and dominates Pelican Spit, and the latter would speedily fall under the attack of that fort and the gunboats. The assault would be certainly successful if conducted with secrecy, for there appear to be very few soldiers present who manifest perfect security to themselves. One thousand white soldiers would suffice.

Plan of attack for final occupation of city and island:

Land 5,000 men on the Gulf side of the island from 3 to 4 miles from the city, and attack the works at the head of the bridges, burning the latter, at the same time sending two steamboats drawing not more than 4 feet through St. Louis [San Luis] Pass into the bay, to assist in burning the bridges and to shell their troops in the rear. The bridges gone, and the boats established on West Bay, all supplies of men and provisions, except through the city, would be cut off, and the rest would soon follow.

If the movement be kept secret and conducted with celerity, I think the troops would not encounter more than one regiment. The delay of twenty-four hours before the city would probably enable them to gather 4,000 or 5,000 men.

Bolivar Point is a pleasant, green plain, dry and shaded in places, capable of encamping 10,000 men.

Very respectfully, your obedient servant,

H. H. BELL,
Commodore.

Rear-Admiral D. G. FARRAGUT,
Comdg. Western Gulf Blockdg. Squadron, New Orleans, La.

Order of Commodore Morris, U. S. Navy, to Commander Mullany, U. S. Navy, senior officer off Galveston, regarding rations.

U. S. S. PENSACOLA,
New Orleans, May 13, 1863.

SIR: I send you by the *Tennessee* three months' rations for 300 men. They were put on board of her before the receipt of your letter of the 1st of May, specifying the number of rations which would be required for the vessels of your division; but I estimate that the quantity now sent will be near the mark. At any rate, I wish you to receive, if possible, and distribute all that is now sent down. The *Tennessee* also takes down the stores in the other departments which the requisitions called for, which could be furnished.

The *Cuyuga* has sailed for Sabine Pass to-day. You had better send up the *New London* for her repairs.

I sent down the coal vessel *Forest King* to you with 450 tons.

I wish you to inform me, as near as you can estimate, how long that quantity will last you, and when you will require another one to be there, so as to give me the time to make the necessary arrangements to send another one down to you in time.

Very respectfully, your obedient servant,

HENRY W. MORRIS,
Commodore and Senior Officer.

Commander J. R. M. MULLANY,
Commanding U. S. S. Bienville, Senior Officer off Galveston.

Report of Major-General Banks, U. S. Army, regretting his inability to cooperate at once against Vicksburg.

HDQRS. DEPT. OF THE GULF, NINETEENTH ARMY CORPS,
Alexandria, La., May 12, 1863—8 a. m.

GENERAL: Your dispatch of the 10th instant I received by the hand of Captain [H. A.] Ulfers this morning at 6:30. I regret to say that it is impossible for me to join you at Vicksburg in time or with force to be of service to you in any immediate attack. * * * The utmost I can accomplish is to cross for the purpose of operating with you against Port Hudson. * * * My advance is now 60 miles above Alexandria. The only course for me, failing in cooperation with you, is to regain the Mississippi and attack Port Hudson or to move against the enemy at Shreveport. Port Hudson is reduced in force, but not as you are informed. It has now 10,000 men and is very strongly fortified. This is the report of Admiral Farragut, whose fleet is above and below the works.

I regret very much my inability to join you. * * *

I have the honor to be, with sincere respect, your obedient servant,

N. P. BANKS,
Major-General, Commanding.

Major-General GRANT,
Commanding forces before Vicksburg.

Report of Major-General Banks, U. S. Army, regarding proposed operations against Port Hudson.

HEADQUARTERS DEPARTMENT OF THE GULF,
Alexandria, La., May 13, 1863.

I have sent, subsequent to the dispatch of yesterday, transmitted by Captain Gibbs, a note of this date, informing you of my determination to join you at all hazards with as little delay as possible. * * * My belief is that your first suggestion of sending a force to cooperate with us against Port Hudson is best.

Port Hudson can be reduced without delay and with perfect certainty if you can assist us with from 10,000 to 20,000 men. * * * I earnestly urge upon you the consideration of this subject in this light, but should it be impossible for you to conform with it I shall move to you as soon as possible with the force that I have stated. At best the movement against Port Hudson can delay us but a few days, and will not only give you our cooperation, but will free your cavalry from the difficulties which now prevent its return.

My headquarters will be at Simmesport to-morrow.

The moral effect of the reduction of Port Hudson upon Vicksburg and the junction of our forces after that will be inappreciably great.

N. P. BANKS,

Major-General, Commanding.

Major-General GRANT,
Commanding Forces at Vicksburg.

Letter from Major-General Banks, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, urging the retention of the fleet above Port Hudson.

HDQRS. DEPT. OF THE GULF, NINETEENTH ARMY CORPS,
Alexandria, May 13, 1863.

In my note of yesterday the word "insanity" was written. It should have been "unwise." Nevertheless do not withdraw the fleet from above Port Hudson; it is of vital consequence to us for the present. Its withdrawal would lose to us all that has been gained in the campaign from the passage of the fleet to this day, as it would reopen to Port Hudson the now closed avenue of supplies.

Very respectfully, your obedient servant,

N. P. BANKS,

Major-General, Commanding.

Admiral D. G. FARRAGUT.

Letter from Major-General Banks, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, proposing operations against Vicksburg.

HDQRS. DEPT. OF THE GULF, NINETEENTH ARMY CORPS,
Alexandria, [La.], May 13, 1863.

Our reconnoissances since my dispatch of yesterday show that it is practicable for us to join General Grant at Vicksburg. I shall make every sacrifice and hazard everything to effect this junction. My command will move to Simmesport to-day, making that the base of our operations, and transport the army to Grand Gulf by transports and by such naval vessels as can assist us. Unless its place can be supplied by an equally efficient force it will be impossible to withdraw the *Hartford* and the other vessels from above Port Hudson.

If there is any disposition to evacuate Port Hudson, our movement will compel it, until which it is indispensable that the supplies from this side of the Red River should be cut off, and that their communication with the country in the rear of their fortifications should also be restricted. General Augur will receive instructions to this end, and I most earnestly protest against the withdrawal of the *Hartford* until this is accomplished. I will keep you informed of our movements daily.

I have the honor to be, very respectfully, your obedient servant,

N. P. BANKS,

Major-General, Commanding.

Admiral D. G. FARRAGUT,
Commanding Fleet at New Orleans.

Order of Rear-Admiral Farragut, U. S. Navy, to Commodore Bell, U. S. Navy, regarding the restriction of trade with Matamoras and Brazos Santiago.

U. S. FLAGSHIP,
New Orleans, La., May 13, 1863.

COMMODORE: I herewith enclose a copy of a letter from the honorable Secretary of the Navy, relative to the trade with Matamoras and Brazos Santiago.

You will cause one of your vessels to visit the last named at short intervals, as it is reported that vessels pass in and out of that port constantly.

As to Matamoras, I do not myself comprehend how that trade can be stopped as long as the United States keep up the trade and foreigners can always plead a right to trade with Mexico.

I see but little to be done in the way of preventing, for the present, importation into Texas via Matamoras except by occupying the latter coast, which can only be done by troops.

You will, however, do the best you can to prevent vessels running in to Brazos Santiago or the adjacent inlets. I am also informed that a privateer or privateers of small class are fitting out at Brazos.

I shall send you additional vessels as fast as I can, but there appears to be such a demand for them to replace those breaking down that I can not venture to specify the time when it will be in my power to send them.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commodore HENRY H. BELL,
*Commanding Outside Squadron,
U. S. Steam Sloop Brooklyn, Ship Island.*

Report of Commodore Palmer, U. S. Navy, regarding general matters.

U. S. S. HARTFORD,
Off Red River, May 14, 1863.

MY DEAR ADMIRAL: I send you two dispatches, one received this morning, the other yesterday, which speak for themselves. Did you ever see such vacillation? I shall expect to see him to-morrow or next day and have no doubt he will implore me to go up with him to Vicksburg. This necessity he must clearly prove to me before I consent. He has now got up to Alexandria the *Estrella*, *Arizona*, and *Switzerland*, all which were sent him with an idea that he was going to follow the enemy up toward Shreveport. Porter sent him the two latter, and persuaded me to let him have the *Estrella* also. Porter came down day before yesterday in his tug, dined, and spent the night with me. On the following morning the *Benton* and *Price* having arrived, he went up to Vicksburg, the *Price* towing the *Benton*, with the intention of taking up the rest of his fleet from Grand Gulf and being present at the capture of Vicksburg (if it ever takes place).

I believe I wrote you in my last that Grant had sent to Banks to come up and help him; at the same time Banks's messenger was on his way to ask of Grant to render him a similar favor.

Porter has given me the *Pittsburg*, and my intention had been before this to have had the *Pittsburg* and *Albatross* down at Bayou Sara. But the former has no coal, and until Porter sends down a coal barge she will be unable to move. I have been hourly in expectation of a coal vessel arriving here from Brashear City; but question now whether one is even on its way. The *Sachem* yesterday evening was some 5 or 6 miles above here on its way to us, but as she had not made her appearance this morning I suppose she is aground as usual. I sent the *Albatross* up to see about her, and when the *Albatross* returns, which I hope will be in an hour or two, I shall have to send her up to Grand Gulf with important dispatches for General Grant, which notify him of Banks' intended juncture.

This Banks begs me to do, as it is of the greatest importance; instead of sending one of the gunboats he had with him on this mission, I suppose he keeps them to convoy and bring his troops down the Red River.

I suppose you have heard from Banks urging my stay up here.

I hope you will write me whether you prefer my remaining until the reduction of Port Hudson, which I suppose will be attempted by the combined armies as soon as they succeed at Vicksburg; but you know how dilatory they are, and I may have to remain up a month longer. As soon as possible I shall send down a couple of vessels to Bayou Sara. When the *Lafayette* comes down she will remain at this anchorage and I shall then make my headquarters at Bayou Sara, come down and communicate with Alden occasionally.

The *Sachem* has arrived. She did not get on shore, but only anchored for the night.

Very truly, yours, etc.,

JAS. S. PALMER.

Letter from Major-General Banks, U. S. Army, to Lieutenant-Commander Cooke, U. S. Navy, commanding U. S. S. Estrella, regarding the removal of army headquarters.

HDQRS. DEPT. OF THE GULF, NINETEENTH ARMY CORPS,
Alexandria, La., May 14, 1863.

SIR: I am directed by the commanding general to inform you that these headquarters will move to Simmesport this morning, on the *Empire Parish*, and that Brigadier-General Weitzel will remain at Alexandria in command of the rear guard of this army until the 17th instant, when he will move to the junction of the Bayou Huffpower road to Simmesport and the road to Opelousas.

The commanding general desires that you will communicate to any transport that may arrive here his orders that she return to Simmesport and there receive further orders.

Very respectfully, your most obedient servant,

RICHARD B. IRWIN,
Assistant Adjutant-General.

Lieutenant-Commander A. P. COOKE, U. S. Navy,
Commanding *Estrella*.

Report of Commander Mullany, U. S. Navy, senior officer off Galveston, regarding coal.

U. S. S. BIENVILLE,
Off Galveston, Tex., May 14, 1863.

SIR: The brig *A. Hopkins* leaves here to-day for New Orleans via Sabine Pass, where she is ordered to deliver the balance of her cargo of coal to the vessels on that station.

The schooner *Forest King* has arrived here with a cargo of coal, which will be sufficient to supply our wants for the ensuing three weeks. Another coal vessel should be sent in time to arrive here about the 7th or 8th of June. The weekly consumption of all the vessels on this station at the present time is from 100 to 125 tons.

Very respectfully, your obedient servant,

J. R. M. MULLANY,
Commander and Senior Officer Present.

Commodore HENRY W. MORRIS,
Comdg. U. S. S. Pensacola, Senior Officer, New Orleans, La.

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Alden, U. S. Navy, regarding the squadron above Port Hudson.

NEW ORLEANS, May 15, 1863.

Telegraph to Commodore Palmer to remain above Port Hudson with his squadron until further orders.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Captain JAMES ALDEN,
Commanding U. S. Naval Forces, below Port Hudson.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Banks, U. S. Army, referring to operations against Vicksburg.

MAY 15.

MY DEAR GENERAL: I have received your several dispatches, and I see that you now determine to join General Grant for the grand attack upon Vicksburg. It appears to me that that battle will be fought before your arrival. My instructions to Commodore Palmer are to remain so long as he can contribute to the fall of Port Hudson, and I shall communicate with him immediately across the point at Port Hudson. You appear to forget that Admiral Porter has more force in ironclads than [my] whole squadron. I feel anxious that Port Hudson should be taken, to open communication with my fleet, then I could send up a force that might render efficient service. There is no force worth speaking of at Port Hudson now, and Grierson has cut the railroad within 8 miles of the terminus. I shall be at Baton Rouge to-morrow or next day, and will go if General Augur will not move against it. It is generally believed that they are evacuating it.

Very respectfully and truly your friend,

D. G. FARRAGUT,
Rear-Admiral.

Major-General N. P. BANKS,
Comdg. Dept. of the Gulf, Hdqrs. at Alexandria, La.

Letter from the U. S. consul at London to the Secretary of State, regarding a proposed attempt by the Confederates to break the blockade.

U. S. CONSULATE,
London, May 15, 1863.

SIR: The rumor of an impending attack by a Confederate force on one or more of our blockading squadrons has again reached me through different channels. As I have before warned you that the insurgents meditated such an attack when no attack followed, I receive all these rumors, not based on sufficient facts, with more or less distrust. The danger of a sea attack must be judged of by the necessities of the rebels and their power to make such an attack. I may be permitted to say that in my judgment the wisely directed energy and promptness of the Navy Department in placing a sufficient protective and blockading force at each of our leading harbors, and an active force under the control of Admiral Wilkes, has thus far prevented such an attack.

But now the necessitous circumstances of the Confederates may drive them to hazard the attempt to break the blockade at some leading port, say Charleston, Wilmington, or some port on the Georgia or Florida coast, or possibly Mobile. If they make the attempt the main object will be to run in a large fleet of blockade runners with provisions and army supplies. If they once fairly break and raise the blockade at any one point, they expect to keep it open for sixty days at least. You are aware that they have added largely to their steam fleet recently. How many of these will be converted into fighting ships in Bermuda, Nassau, and the West India waters, to be added to the *Alabama*, *Florida*, and *Virginia*, to be aided by the rams, gunboats, and other craft in the harbors they purpose to attack, it is impossible to say. If they should not succeed in opening the ports they attack, they would expect to run in a large number of blockade runners during the fight. In fact they may not expect to do much more than get in large supplies at present. Their necessities may compel them to make the attempt before they get their ironclads ready. I may also mention as a suspicious circumstance in connection with their extraordinary exertions to get together a large fleet of steamers on the Atlantic coast, the fact that they appear to be making equally great exertions to get over all the best quality guns of large size they can and with as much expedition as possible. Immense steel guns are brought from the famous works of Krupp, in Prussia, and they have Fawcett and Preston's and other establishments in this country hard at work for them. Unquestionably a great many are going out to take their chance of getting through that we never hear of, and it is reasonable to suppose that most of the blockade runners carry in more or less.

I remain, sir, your obedient servant,

F. H. MORSE,
Consul.

Hon. WM. H. SEWARD,
Secretary of State.

Private letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Bell, U. S. Navy, cautioning him regarding his treatment of Confederate officers under flag of truce.

U. S. FLAGSHIP,
New Orleans, May 15, 1863.

DEAR COMMODORE: I received your kind letter and but for the multitude of business on hand would have answered it before, unofficially. I find that you are nearly ready for sea again, and therefore must find time to address you a line on the score of admonition. Like all the rest of us, you have your enemies about you who are trying to impress the Department with the idea that you are too indulgent to the rebels. I have replied to the letter of the Department, and, I hope, set them right on the subject; but, as you know, a man who has any particular dislike to you will always find something to found a complaint, and therefore I admonish you to be on your guard. If you receive flags of truce (which the Government thinks should be done as seldom as possible, and has sent out special instructions on the subject), treat them as enemies, which I have no doubt you do, but they would make it appear that you treat them with so much consideration as to become distasteful to your officers and crew, and that your wardroom officers actually refused to loan you table furniture for the purpose of entertaining them. You will understand all this, and I suppose there is just enough of truth in it to make a story of it. I told the Department that as the rebels were acknowledged as belligerents, I supposed that you considered them entitled to the courtesies of officers, and I had no doubt you had extended that to them and nothing more. Keep this to yourself until a proper time arrives for exposing the reporters. I have my suspicions as to its author, but as I may be wrong, I will keep it to myself. I have received several letters from Mrs. F. even by way of Cairo when up the river. She had paid her visit to Norfolk and thinks she deserves quite as much credit for her heroism as I did in passing the forts, for they were exulting over my defeat and told her they would soon have me a prisoner; but she stood it all like a philosopher and told them that she did not believe they would take me, and laughed at them. Now that I am back again, she will be relieved. I sent Loyall home from Vicksburg to go to West Point if he can get the appointment. They promise it, but that is no sign that they will give it him. Mrs. F. has gone back to ——— and will no doubt soon see Mrs. Bell. She had not when she last wrote. She does nothing but beg me to come home and give some one else a chance. I tell her they are heartily welcome to all my chances, if the Government will relieve me, but I can not go just now, as there are so many things just about to be done if we can do them. I hope we will be able to get vessels to take Galveston, but the season is almost too far advanced, but the moment the ironclads come to me I shall pitch in to some place, but I intend to help them with the wooden ships also. I do not understand Du Pont's attack upon Charleston. I think he is going to make another before the ironclads are sent to me. Take care of Texas; should you see an opening for taking Galveston do not let it slip. The enemy is being pushed hard, and we must keep the pressure on. I leave to-day for

Baton Rouge to see how things look up there and at Port Hudson. Alden is worrying them every night and doing good service.

Your friend,

D. G. FARRAGUT.

Captain Jenkins sends his regards to you.

D. G. F.

[Note on the foregoing letter in Bell's handwriting.]

The *Brooklyn* was blockading off Galveston, and several flags of truce were sent off to me on various pretenses, which I could not, of course, know the purport of until received. Sometimes they related to the *Harriet Lane* prisoners and other matters pertaining as much to ourselves as to the rebels. I always had one or more of the commanding officers of the gunboats on board to take care of them while I wrote an answer in reply to the subject of the flag of truce. They were there invariably after 12 o'clock. I had but one cabin and always went on deck to write, leaving my own officers in charge of the rebel officers, and directed my steward to set out refreshments, which were served during my absence on deck. The steward may have gone without my knowledge to borrow something from the wardroom mess, as the stewards of messes frequently make such interchanges. My own stores were frequently loaned in that way; but I never did send him to borrow, and never knew of his borrowing. As soon as my letters were duly prepared the rebs left. The officer next in command being very young and inexperienced, and having but little control over the crew, who manifested some feeling against the rebel officers, I made it a point to give the flag of truce officers a safe transit from the ship by being present myself in some instances. It was my duty to treat the bearers of the flag of truce civilly as long as they were in my keeping. I did nothing more, though a civil deportment toward rebels was deemed by some malignant men as near akin to complicity with them.

Report of Captain Goldsborough, U. S. Navy, transmitting report of the capture of the British brig Comet.

U. S. S. COLORADO,
Off Mobile, May 16, 1863.

SIR: I have to inform you that the gunboat *Kanawha*, Lieutenant-Commander Mayo, captured on the 15th of May, within a marine league of the shore and about 20 miles to the eastward of Fort Morgan, opposite to a place called Thirty-Seven Pines, the English brigantine *Comet*, that had cleared from Havana with an assorted cargo for New Orleans.

From the position of the vessel at the time of capture and letters found on board it was evident she would get into Mobile if she could.

The suspicious circumstances and character of the *Comet*, she having violated the blockade before, have influenced me in sending her to Key West for adjudication.

I enclose a copy of Lieutenant-Commander Mayo's report of the circumstances attending her capture, and will add that her present

commander, who goes by the name of Thomas Johnson, has been for many years employed in Mobile Bay.

Very respectfully, your obedient servant,

J. R. GOLDSBOROUGH,
Captain and Senior Officer off Mobile.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. S. KANAWHA,
Blockade of Mobile, May 15, 1863.

SIR: I respectfully report the following as probable causes for the seizure of the English brig *Comet* for intent to violate the blockade of this port on May 15, instant: The vessel was seized by this ship within 1 marine league of the land and less than 2 miles distant therefrom, off a locality known as the Thirty-Seven Pines, about 20 miles from Fort Morgan, and no other vessel in the Navy was in signal distance.

As we approached to speak the *Comet* a man, Thomas Johnson by name, was seen to draw some papers from his pocket, tear them up, and throw the fragments overboard. These were immediately collected, dried, and matched, so far as time would allow.

Thus matched, they are herewith submitted, as well as are other pieces picked up. These constitute part of a memorandum of the daily true position of the *Comet* on this her present voyage.

When these memoranda were compared with what purports to be the log book, the position of the *Comet* in each differed materially on the 12th and 13th of May, instant. I have traced in green the log-book positions, and marked σ the positions by the fragmentary memorandum with the date corresponding to the position, and it inside the circle. This exhibits the differences of place. When interrogated as to this difference, Johnson assigned strong currents as the reason therefor. On examination of the *Comet's* papers I found that she was allowed to go to New Orleans by way of the Mississippi River. She was found off the Thirty-Seven Pines, close to a framework on the beach, a place which blockade runners in strike for to get a fair start westward. The chart of navigation found on board put her, on the noon 14th instant, 30 miles from the Passes and east of them.

The day began with light winds from the W. by N., and the *Comet* steered N. by E., or nine points from the wind, when she might have made an honest six-point course. A N. by E. course from the position given by the fragmentary memorandum on the 13th instant is the straight road to the place 20 miles east of Fort Morgan, and from x—a pricked position—better still on that night, 14th instant, the *Comet* had good S. E. winds, according to her log, and yet was, in the fore part of the evening, 12 miles to the westward of Pensacola light, steering W. S. W., a straight course for Fort Morgan and the Swash Channel.

It is impossible for her in this interval to have been set back by currents or other ocean phenomena the distance she would run with a good S. E. wind with 83 miles, the distance between the chart position of the 14th and place where found, added. And although Johnson

purports to have been set east by currents, yet, after a night of calm and variable light winds, as was most of the night of the 14th instant, we find the *Comet* just where the fragmentary memoranda reckoning ought to place her, about 20 miles west of Pensacola light and about 20 miles east of Mobile Point, and not much disturbed by currents. If she were honest, after having made Pensacola light, she would have shaped her course for the Passes of the Mississippi River.

It is apparent to me that there are two captains or masters on board, the one Johnson, the other Lucio Alvarez, for the memoranda of navigation is in the figures of the owner of several account books—the new, brown-backed one, mutilated, who is Alvarez. Johnson is a stevedore of Mobile, and had on his person a discharge, signed by the English consul at Havana, from the *Alice*, an old and habitual violator of this blockade.

That which is called the log book is incorrect, and not kept with care. It is not a record of the daily transactions of the vessel. The log book has Tuesday, May 12, then Wednesday, May 12, next, Thursday, May 13, and finally, Wednesday, May 14. The best understanding I can get of the vessel's position is from the fragmentary memoranda of the 13th at noon, when the vessel, being 56 miles from Mobile Point, ran N. by E., with a nine-point wind, and made the land 12 miles west of Pensacola. The point steered for was evidently a lead-pencil line, original to her navigator, drawn east of Mobile, and over 15, in a direction N. and S. Thus she came out of her course for the Passes. Furthermore, by holding the chart up to the light, the eye can detect plain points, pricked with the dividers, on the straight road to Mobile, which agree with the positions of the fragmentary memoranda, and are on the straight road to Mobile and its approaches. I believe the log book false and fabricated; I believe the letters of introduction false and fabricated, for two of them, written by different persons to entirely distinct parties, are almost duplicates of each other.

No letter of instructions from the owner of the brig to the master was found on board.

Lucio Alvarez says a man named Thompson is the owner of the brig.

Thomas Johnson says an Englishman in Havana named Haman is the owner of the brig.

Finally in a letter found on board addressed to Mr. George Clifton, at Havana, are these words from Charles Thompson, viz, dated April 30, 1863:

I let you know I and Charley have shipped on board of an English brig called the *Comet*, and we are bound to New Orleans by way of Mobile. I am agoing captain of her. Perhaps I will have to go to New Orleans.

Very respectfully, your obedient servant,

W. K. MAYO,
Lieutenant-Commander.

Captain JOHN R. GOLDSBOROUGH,
Comdg. Division West Gulf Blockdg. Fleet, off Mobile.

Report of Commodore Bell, U. S. Navy, of the arrival at South West Pass of the U. S. S. Brooklyn.

U. S. STEAM SLOOP BROOKLYN,
South West Pass, May 16, 1863.

SIR: I have the honor to inform you that I left Ship Island yesterday at 4 p. m. and anchored outside of South West Pass this morning at 7 a. m. to await my supplies from New Orleans. As soon as they are received I shall proceed on blockade off Galveston.

Very respectfully, your obedient servant,

H. H. BELL,
Commodore.

Rear-Admiral D. G. FARRAGUT,
Comdg. Western Gulf Blockdy. Squadron, New Orleans, La.

Letter from Commodore Bell, U. S. Navy, to Commodore Morris, U. S. Navy, regarding the removal of buoys off South West Pass.

U. S. STEAM SLOOP BROOKLYN,
South West Pass, May 16, 1863.

SIR: Mr. Jones, the Government pilot for this bar, reported to me that he saw James Lyons and A. A. Douglass, pilots, to-day trying to remove the inner running buoy which he placed there a short time since by order of Captain T. A. Jenkins, fleet captain. When I looked for them shortly after, the men were gone and the buoy was still visible.

Mr. Jones also informs me that Lyons, one of the men referred to, yesterday carried away by the steamer *Southern Star* the wreck buoy on the bar.

If Mr. Jones' statement be true, those men should be punished the full extent of the law, as disloyal and aiding and comforting the rebels, for any obstructions to the movements of our vessels is a material support to the enemy, whether he be rebel, English, or French. Under the circumstances, I have written to Acting Master F. E. Ellis, commanding the *Pampero*, requesting him to give the needful protection to the bar buoys.

I think the *Brooklyn* might have gone into the river on the 4th April if the buoys had been down.

I have frequently heard the loyalty of the associated pilots questioned, and think they should be timely looked after and a new set of undoubted loyalty encouraged to supplant them, and thus prepare for the contingency of war with the English or French, which seems to be inevitable sooner or later, no one can say how soon. Disaffected pilots would lay all of your vessels on the bar to be destroyed by an inferior force outside.

Very respectfully, your obedient servant,

H. H. BELL,
Commodore.

Commodore H. W. MORRIS,
Commanding U. S. Naval Forces, New Orleans, La.

Letter from Major-General Banks, U. S. Army, to Commodore Palmer, U. S. Navy, urging cooperation in transportation of troops.

HDQRS. DEPT. OF THE GULF, NINETEENTH ARMY CORPS,
Simmes' Plantation, May 17, 1863.

COMMODORE: In the absence of the general commanding, I have the honor to enclose for your information the copy of a dispatch received to-night by the *Sachem* from General Dwight.*

This dispatch will be forwarded to the general early in the morning. At daylight we shall begin to cross the divisions of Grover and Emory. The former is at Simmesport, the latter 7 miles back. There is only the *Laurel Hill* to do the work. General Andrews and I have both written to the commanding general, strongly urging the vital importance of coal, steamboats, and prompt movement. The quartermaster at Brashear [City] has also been urged and directed to forward coal immediately. If you receive coal, the commanding general will probably request your assistance in the transportation of his infantry to Bayou Sara.

I have the honor to be, sir, very respectfully, your obedient servant,
[RICH'D B. IRWIN,]
Assistant Adjutant-General.

Commodore JAMES S. PALMER,
Commanding, etc., Flagship Hartford.

Letter from Brigadier-General Andrews, U. S. Army, to Commodore Palmer, U. S. Navy, urging cooperation in opening communication with Major-General Augur, U. S. Army.

HDQRS. DEPT. OF THE GULF, NINETEENTH ARMY CORPS,
Simmes' Plantation, opposite Simmesport, May 18, 1863.

COMMODORE: I would respectfully inform you that I send to-day Lieutenant Harwood, of the U. S. Engineers, with an escort, to make a reconnoissance of the roads leading from this place to Morganza and the ferry opposite Bayou Sara, and a further reconnoissance, if practicable, of the roads from Morganza to Rosedale post-office, on the Bayou Grosse Tête; thence to a point opposite Baton Rouge, to open communications with General Augur. The escort will consist of five companies of cavalry, to be followed by a regiment of infantry and a section of artillery.

The infantry and artillery will halt at or near Morganza, to secure the retreat of the cavalry from the operations beyond that place. The cavalry will probably reach Morganza to-night, the infantry and artillery to-morrow before night. The whole movement will probably occupy four or five days.

If you can cooperate in this movement by sending a gunboat below Morganza, it will greatly tend to the security of the troops engaged therein. I send to-day by the *Laurel Hill* an order to have coal sent

* Not found; but see Irwin to Banks, Army War Records, Vol. XXVI, Pt. I, p. 489.

up here from Brashear City immediately; it will, however, probably take two or three days at least to get it here.

I am, commodore, very respectfully, your obedient servant,
[GEO. L. ANDREWS,]

Brigadier-General of Volunteers and Chief of Staff.

Commodore PALMER,
Commanding Fleet.

Report of Captain Goldsborough, U. S. Navy, regarding the capture of the schooner Hunter, May 17, 1863.

U. S. STEAM FRIGATE COLORADO,
Off Mobile, May 18, 1863.

SIR: I take pleasure to inform you the gunboat *Kanawha*, Lieutenant-Commander W. K. Mayo, one of the blockading vessels off this port, captured on the evening of the 17th of May, 1863, the schooner *Hunter*, from Mobile, bound to Havana, with a cargo of 43 bales of cotton. The *Hunter* being in an unseaworthy condition, I have been compelled to send her to Pensacola, the cotton to be reshipped the first favorable opportunity to the North.

The following vessels were in signal distance, and are entitled to a share of the prize money:

U. S. frigate *Colorado*; U. S. steamers *Lackawanna*, *R. R. Cuyler*, *Aroostook*, *Pocahontas*, *Kanawha*, and *Kennebec*.

Very respectfully, your obedient servant,

J. R. GOLDSBOROUGH,
Captain and Senior Officer off Mobile.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Goldsborough, U. S. Navy, regarding the capture of the schooner Ripple, May 18, 1863.

U. S. STEAM FRIGATE COLORADO,
Off Mobile, May 18, 1863.

SIR: I take pleasure to inform you the gunboat *Kanawha*, Lieutenant-Commander W. K. Mayo, one of the blockading vessels off this port, captured on the 18th of May the schooner *Ripple*, from Mobile, bound to Havana, with a cargo of 110 bales of cotton.

I have put a prize crew on board and sent her to Key West for adjudication.

Very respectfully, your obedient servant,

J. R. GOLDSBOROUGH,
Captain and Senior Officer off Mobile.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Goldsborough, U. S. Navy, regarding various captures off Mobile.

U. S. STEAM FRIGATE COLORADO,
Off Mobile, May 18, 1863.

ADMIRAL: In connection with the capture of the *Sea Lion*, I have to report that her supercargo and two passengers claim to have taken the cotton from Mobile for Federal purposes, holding the letters of which I enclose copies; notwithstanding her captain and, I believe, her supercargo, as the papers on board show, were under heavy bonds at the custom-house, Mobile, to take it direct to Havana.

In connection with the capture of the English brigantine *Comet*, I enclose Lieutenant-Commander Mayo's statement, which I consider fully justified my sending her to Key West for adjudication.

I have to report, and it gives me great pleasure to do so, a gallant dash made by Acting Master's Mate N. M. Dyer and a boat's crew belonging to the *Cuyler*.

I enclose Lieutenant-Commander Jouett's statement of the circumstances, and at the same time assure you of my admiration of this brilliant affair.

The *Sam Houston* has this moment arrived from New Orleans, and I send her back immediately to let you know of my anxiety for coal, and to ask, if possible, for one or two additional gunboats to supply the place of those that are disabled.

I am, very respectfully, your obedient servant,

J. R. GOLDSBOROUGH,
Capt., Comdg. Division West Gulf Blockading Squadron.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Squadron.

Report of Rear-Admiral Farragut, U. S. Navy, transmitting report regarding the destruction of the Confederate schooner Isabel, May 18, 1863.

FLAGSHIP PENSACOLA,
New Orleans, May 20, 1863.

SIR: I herewith enclose a copy of a report received from Lieutenant-Commander J. E. Jouett, relative to the destruction of the rebel schooner *Isabel*. I have promoted Master's Mate Dyer to an acting ensigncy, subject to the approval of the Department, and I will provide for Paymaster's Steward John Bowman and Masse Neston (ordinary seamen) as soon as practicable.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

U. S. S. R. R. CUYLER,
Off Mobile Bay, May 18, 1863.

SIR: I have the good fortune to report to you the destruction of the rebel schooner *Isabel* this morning at about 2 o'clock, by Acting Master's Mate N. M. Dyer, of this vessel. Agreeably with permission

from Captain Goldsborough, I sent the second cutter with 9 armed men, in charge of Mr. Dyer, to lay close to the Swash Channel and give due warning of any vessel attempting to run in or out. Owing to the badly disabled state of my engine, it was 10:30 p. m. before she reached her station. At 11 p. m. Mr. Dyer made a vessel close under Fort Morgan, and, thinking she was on her way out, laid quiet, watching her. Seeing no movement on her part he pulled cautiously in, trying to get inshore of her, but ran upon a hawser which was run to the shore from her. Concluding she was aground and had been so for some time, he then boarded her, taking her crew completely by surprise, and capturing her captain with 6 men and all her papers. An armed launch from the *Gaines* had just left her to go for a steamer and assistance. Finding it impossible to get her off, and, seeing the *Gaines* coming to her relief, Mr. Dyer removed the prisoners, papers, etc., and set fire to her. As she burned but slowly, he returned to her, and, knocking in the heads of two barrels of turpentine, again fired her and came off to this vessel, leaving her in flames. Agreeably to the statement of her captain, when boarded, she was aground within 200 yards of Fort Morgan. Her cargo, per invoice, consisted of 200 bales of cotton.

As a cool, energetic, and smart young officer, I can not speak too highly of Mr. Dyer; courteous to all and a good seaman; he has served for over a year in the Army and seen much sea service. If it is consistent, I beg he may be given an ensign's appointment, as I know how well he would fill that position, and as a regular officer, I would not recommend any unfit person for the service.

Mr. Dyer mentions with great praise John Bowman, paymaster's steward, and Masse Neston, ordinary seaman, as acting with great coolness on the occasion and rendering him valuable assistance.

I am, very respectfully, your obedient servant,

JAS. E. JOUETT,
Lieutenant-Commander.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Report of Commander Mullany, U. S. Navy, regarding affairs off Galveston.

U. S. S. BIENVILLE,
Off Galveston, Tex., May 18, 1863.

SIR: I have the honor to acknowledge the receipt of your communications of the 2d and 13th instant, per *Tennessee*.

Herewith I enclose a report of a survey held on the engine, boilers, and hull of the *Itasca*, also a report* from Lieutenant-Commander Madigan, in relation to chasing on shore and burning a schooner near San Luis Pass.

I have dispatched the *Owasco*, Lieutenant-Commander Madigan, to relieve the *New London* off Sabine Pass, with orders to Commander Read to proceed to New Orleans for repairs.

The *Itasca*, as you will perceive by the report of the survey, is greatly in need of repairs, but I do not deem it prudent to decrease

*Not found.

the present force any more by sending her away, and shall therefore detain her until the *New London* returns or some other vessel is sent down in her place.

Another coal vessel ought to be here by the 5th June. The steamers of this division consume at present about 110 tons of coal per week, but in case it becomes necessary to get underway often, their consumption would greatly exceed that quantity, as this ship alone consumes 30 tons per day full steaming.

I have communicated to the commanding officers here your instructions relative to duplicating requisitions for articles asked for previously and not received.

Allow me to call your attention to that portion of my letter of the 28th April in relation to the *Rachel Seaman*, as it will soon be necessary to send her somewhere to refit.

The provisions sent down will ration the gunboats for three months (which is all they can stow) and this ship for four months from this date, excepting in the article of butter, which will not last over two months. The pork sent down is greatly in excess of the beef; I shall therefore not be able to take all of it. In the article of small stores all the vessels are extremely short. The gunboats have been without soap since January, excepting a couple of boxes furnished to each vessel by this ship; only 25 boxes came down in the *Tennessee*, which will not go far in supplying our wants.

I can not observe that the enemy has commenced the erection of any new batteries recently, but those in the course of erection when I arrived on this station are rapidly approaching completion. The battery on Fort Point is being casemated, I judge. The enemy appears to be actively employed in the harbor, obstructing the channel by driving tiers of piles across it.

There are several steamers in and about the harbor, apparently cotton clad. Two of them (one of which is fitted as a ram) lie at Pelican Point at night and occasionally come out a short distance toward the bar and then return.

Very respectfully, your obedient servant,

J. R. M. MULLANY,

Commander and Senior Officer Present.

Commodore HENRY W. MORRIS,

Senior Naval Officer Present, New Orleans, La.

Order of Commander Mullany, U. S. Navy, to Acting Master Childs, U. S. Navy, commanding U. S. S. Tennessee, to proceed on special duty to Pass Cavallo.

U. S. S. BIENVILLE,

Off Galveston, Tex., May 19, 1863.

SIR: Proceed with the *Tennessee* under your command to the blockading station off Pass Cavallo or Lavaca, coast of Texas, where you will communicate with the U. S. schooner *Rachel Seaman*, Acting Volunteer Lieutenant Hooper, commanding, receive on board your ship two of her men that were condemned by medical survey, and such other sick men as, in the opinion of the surgeon attached to the

Tennessee, may require hospital treatment. You will then return here with all practicable dispatch.

Very respectfully, your obedient servant,

J. R. M. MULLANY,

Commander and Senior Officer Present.

Acting Master J. D. CHILDS,

Commanding U. S. S. Tennessee, off Galveston, Tex.

Letter from the Secretary of State to the Secretary of the Navy, transmitting dispatch from the U. S. minister to Great Britain.

DEPARTMENT OF STATE,

Washington, May 19, 1863.

SIR: I have the honor to transmit herewith a copy of a dispatch of the 1st instant, No. 403, from Mr. Adams, our minister to Great Britain, relative to preparations in Europe for smuggling goods into Texas by the way of the Rio Grande.

I have the honor to be, sir, your obedient servant,

WILLIAM H. SEWARD,

[Secretary of State.]

Hon. GIDEON WELLES,

Secretary of the Navy.

[Enclosure.]

LEGATION OF THE UNITED STATES,

London, May 1, 1863.

SIR: In the House of Lords last evening, Lord Russell is reported as announcing that the *Peterhoff* has been sent into the prize court. The effect of this news here will be to prolong the delay in reorganizing the scheme of smuggling by way of the Rio Grande. Seven steamers are now awaiting orders. But I feel it my duty to call your attention to the necessity of taking advantage of it, so far as is possible, to provide in season against the resumption of operations in that quarter. No equally subtle and dangerous expedient to annul the blockade has yet been devised. The plan has been entered into very deeply by wealthy and influential merchants and capitalists in this city, and it has an intimate connection with the base of the Confederate loan. The interests thus consolidated will press with great force on this feeble ministry, if the smallest opening be afforded to complain of any violation of a neutral trade. I know not whether anything short of the possession of the eastern bank of the river will avail to defeat these machinations.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Hon. W. H. SEWARD,

Secretary of State, Washington, D. C.

Report of Commodore Bell, U. S. Navy, regarding the departure of the U. S. S. Brooklyn for Galveston.

U. S. STEAM SLOOP BROOKLYN,

South West Pass, May 19, 1863.

SIR: The *Reliance* arrived this morning with my supplies, and I shall start for Galveston about noon.

The U. S. storeship *Supply* arrived this morning, twenty-three days from New York, with stores for the fleet.

Very respectfully, your obedient servant,

H. H. BELL,
Commodore,

Rear Admiral D. G. FARRAGUT,
Comdg. West Gulf Blockading Squadron, Mississippi River.

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Goldsborough, U. S. Navy, regarding the sending of vessels to Ship Island for repairs.

NEW ORLEANS, May 20, [1863].

Yours of the 18th instant has been received. You will send one vessel at a time to Ship Island for repairs. Mechanics have been recently sent over there.

The *Sam Houston* will in future be used as a dispatch vessel between Pensacola, Mobile, Ship Island, and New Orleans until we can do better.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Captain J. R. GOLDSBOROUGH,
Commanding Mobile Blockade.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Volunteer Lieutenant Crocker, U. S. Navy, commanding U. S. S. Clifton.

U. S. FLAGSHIP, New Orleans, May 20, 1863.

SIR: You will proceed with the U. S. S. *Clifton* under your command to Ship Island, Miss., and report your vessel to Lieutenant Commander H. A. Adams for duty in Mississippi Sound.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Acting Volunteer Lieutenant FRED CROCKER,
Commanding U. S. S. Clifton.

Report of Captain Walke, U. S. Navy, of intended departure for the mouth of Black River.

U. S. GUNBOAT LAFAYETTE,
Off Mouth Red River, May 20, 1863.

DEAR COMMODORE: I have taken all the coal I can carry, which is five days (under steam), and sent the remainder to the *Switzerland*, about 300 bushels. I will go up to the mouth of the Black River, as you mention, with the *Price*, although I can not remain there with safety without coal or if the water falls to any extent. I want a pilot, although Porter thinks not. I can not be expected to cooperate with the army under Banks while I am at the mouth of Black River, in

obedience to Porter's orders. But I will do the best I can under the circumstances and start immediately.

Very truly, your friend and obedient servant,

H. WALKER,
Captain, U. S. Navy.

Commodore J. S. PALMER,
Commanding Flagship *Hartford*.

Letter from Commodore Palmer, U. S. Navy, to Acting Rear-Admiral Porter, U. S. Navy, regarding general matters.

U. S. FLAGSHIP HARTFORD,
Off Red River, May 20, 1863.

MY DEAR PORTER: The proposed attack upon the fort at Harrisonburg is now abandoned, if, indeed, it was ever seriously contemplated. This has placed Walke in a quandary. The coals towed down by the *Albatross* from Grand Gulf only amounted to 3,500 bushels; this was divided between the *Lafayette* and *Pittsburg*, the *Switzerland* taking about a hundred bushels. I consequently get none for my vessels. Fortunately a schooner was towed up, but had only 70 tons; she could carry no more through the shoal water in Grand Lake; this was but a drop in the bucket for us. I hope you will be able to send some down.

I do not know what to make of this army; they have got the whole of them down at Simmesport, and the commanding general seems to be loitering at New Orleans. They inform me that they wish me to muster as many vessels as I can raise and go below and transport them over to Bayou Sara, and this I intend doing if, indeed, they do not abandon their attack upon Port Hudson, which is possible enough, though we learn that it is occupied by only two brigades of the enemy. But I promised Walke to write you of his dilemma. He started to-day alone to go up as far as where the Red River empties into the Old River; he did not think it prudent to go up as high as the Black, as the water was falling and coal must be economized, and I quite agreed with him and told him to take the *Switzerland* with him, though I want her very much to assist in the transportation.

The *Price*, as you know, came down with ammunition for the *Lafayette* and *Pittsburg* and to assist in the attack on the fort. He has only coal enough to take him back to you; he is in want of a smokestack and not prepared to stay, and both Walke and myself thought it best to let him return and let you know the condition of affairs.

The *Arizona* is still detained at Grand Gulf, whither the army took the liberty of sending her with one of their generals to confer with General Grant, but, as we learn from Acklin, Grant has been defeated by Joe Johnston and driven out of Jackson and the *Arizona's* general probably captured.

I am glad you have had a little luxury and rest upon the *Black Hawk*. I should be content if I could get these fellows to operate upon Port Hudson at once, but it requires patience when one has to do with a militia army. I had a letter from Farragut this morning; no news, but favors me with a long commentary on Banks' and Grant's army, what they ought to do, etc. wishes me to remain above and render them every assistance.

The *Pittsburg* and *Albatross* are at Bayou Sara. I want *Pittsburg* very much to aid the disembarkation; as soon as I can possibly spare her I will send her up to Walke. I shall go down in a day or two myself.

I told Walke I should write you of the straits he is in; you had better send him directions what you want him to do as soon as possible.

I send down by the *Price* a refugee family by the name of Briggs, to whom we all feel under great obligations, as they, at the risk of their own lives, protected and supported the men who escaped from the *Queen of the West*. The *Switzerland* brought them down here when she left the Black River.

I hope every aid and comfort will be afforded them in getting to their friends in Illinois. There are also to go up two invalids to the hospital belonging to Ellet's brigade.

The captain of the *Price* will inform you how necessary it is to have a vessel stationed at Natchez. We are all anxious here to learn the truth about Grant and Vicksburg. Pray send us word when possible.

Very truly, yours,

JAMES S. PALMER.

Letter from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, regarding Confederate operations at Brazos Santiago.

NAVY DEPARTMENT, May 21, 1863.

SIR: The U. S. consul at Matamoras, in a dispatch to the Secretary of State, dated the 15th ultimo, states that the port of Brazos Santiago has been made a rendezvous for the Texas navy, and that a privateer schooner sailed from there on the 13th of that month. He further says that the insurgents are busily engaged in fitting out two other schooners.

The Department calls your attention to the condition of affairs at Brazos Santiago and earnestly impresses upon you the importance of promptly arresting any attempts that the rebels may be making to send out armed vessels from Texas to prey upon our commerce.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
New Orleans.

Order of Commodore Bell, U. S. Navy, to the commanding officers of vessels regarding the firing across the bows of vessels.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, May 21, 1863.

SIR: Complaint having been made to the Government of the United States of discourtesy in sundry instances by our commanders in firing a shot across the bows of the vessels, instead of a blank cartridge, it has been stated, in reply, that apparent discourtesy was doubtless in consequence of the great vigilance of our officers in having all their guns shotted while on belligerent duty and from no want of comity; but in order to preserve friendly feelings, it is suggested that it would

be well, as a rule, to have one small gun loaded with blank cartridge, to be used by day as a preparatory signal of warning, in accordance with the usage of the sea service. A vessel approaching the blockade at night without making the usual signals is not entitled to any of the courtesies of the sea.

Very respectfully, .

H. H. BELL,
Commodore.

The foregoing was sent to the commanding officers of the *Bienville*, *Itasca*, *Sciota*, *Katahdin*, *Owasco*, *Cayuga*, and *Rachel Seaman*.

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Goldsborough, U. S. Navy, regarding additional vessels for his command.

NEW ORLEANS, May 21, 1863.

CAPTAIN: I have written to Judge Marvin to appraise and send to me the *Eugenie* for your use, but in the meantime I will direct that the *Sam Houston* be kept running back and forth all the time between Pensacola, Ship Island, and Pass à l'Outre. I will send the steamer *Antona* as soon as we get through with our work in the river.

As soon as the *Tennessee* returns from Galveston I will have her fitted up for my accommodation as a flagboat to run around in without incommoding the commanders of the different vessels. We hope to finish our river work in a few days, say a week, but there is great difficulty in procuring transportation for the troops.

I was highly gratified at the conduct of Master's Mate Dyer and have sent him an acting ensigncy. I would like very much to do something for the paymaster's steward and ordinary seaman mentioned by him as having behaved so well. Send me word when there is any vacancy I can consistently appoint them to fill. It is a bright spot when I can promote for gallantry; my constant distress is to punish officers for leaving their vessels and misbehaving in the presence of the enemy. I know as well as anyone that we are all liable to be overpowered and conquered, but pusillanimity does not belong to the American Navy, and it will be punished by me always to the extent of my ability. I trust I have heard the last of it in this squadron.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Captain J. R. GOLDSBOROUGH,
Commanding Mobile Blockade.

Letter from Rear-Admiral Farragut, U. S. Navy, to Captain Goldsborough, U. S. Navy, referring to expected attack upon Port Hudson.

NEW ORLEANS, May 21, 1863.

I am much gratified to find that you are adding to the successes of the day by the number of captures recently made. It is much more gratifying to me, as I am constantly in receipt of letters from Havana announcing arrivals there of vessels from Mobile and its vicinity, and it will be even more satisfactory to the Department than to me, for the

reason that this is the only way they can judge of your vigilance, while I know that your service is one of great anxiety, and irksome, with but little compensation save the pleasure of knowing that you are doing your duty toward your country. I know your officers would be glad to be with me in the river, and gladly would I bring them here to my assistance were it not indispensable to have them on the blockade.

I feel as if I was about to make the last blow at them I shall for some time to come. The fall of Port Hudson will place Admiral Porter in command of the river, and I shall then join my fleet outside, and trust I shall call on my officers outside for their exertions in the reduction of the last two places—Mobile and Galveston.

Everything appears to prosper now. Lee and Bragg are retreating from before Halleck and Rosecrans, and we are moving upon Port Hudson from above and below.

I have ordered the *Clifton* round to Ship Island for duty in the [Mississippi] Sound to assist the *Jackson*.

You must keep a lookout upon the movements of Buchanan against Ship Island, and bag him if he gets out; do not let him get back into the bay [Mobile].

In a few days I hope to be able to send a vessel or two to your assistance—that is, if we are successful at Vicksburg and Port Hudson.

Very respectfully,

[D. G. FARRAGUT],
Rear-Admiral.

Captain J. R. GOLDSBOROUGH,
Commanding U. S. Steam Frigate Colorado.

Siege of Port Hudson, May 21 to July 9, 1863.*

Report of Rear-Admiral Farragut, U. S. Navy, regarding the opening of operations.

No. 92.]

FLAGSHIP PENSACOLA,
New Orleans, May 20, 1863.

SIR: We are again about to attack Port Hudson. General Banks, supported by the *Hartford* and *Albatross* and some of the small gunboats, will attack from above, landing probably at Bayou Sara, while General Augur will march up from Baton Rouge and attack the place from below. The fleet will also bombard from below.

I have just returned from a visit to Captain Alden's command, below Port Hudson, but reached this city too late to see General Banks. I, however, met General Augur, who was on his way up to Baton Rouge to make the necessary preparations for the attack.

I hope the ironclads will soon finish their work at Charleston and join the squadron, as I am anxious to get out of the river and go to work outside, and my vessels are pretty well used up, but they must work as long as they can.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

* For reports of Army operations, see Army War Records, Series I, Volumes V, XV, XXII, XXIV, XXVI, LII, LIII; Series II, Volumes VI and VII; Series IV, Volume II.

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Alden, U. S. Navy, regarding plans.

U. S. FLAGSHIP,
New Orleans, May 20, 1863.

Tell Commodore Palmer General Banks will not go up the river, but will meet him at the old anchorage to carry out the original plan.

Very respectfully,

[D. G. FARRAGUT],
Rear-Admiral.

Captain JAS. ALDEN,
Commanding U. S. Naval Forces below Port Hudson.

Order of Rear-Admiral Farragut, U. S. Navy, to Commodore Palmer, U. S. Navy, regarding vessels required at Brashear City.

NEW ORLEANS, *May 20, 1863.*

As soon as the *Estrella*, *Arizona*, and *Sachem* can be spared you will direct them to proceed to Brashear City, as their services are much required in the lake.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commodore JAMES S. PALMER,
Commanding U. S. Naval Force above Port Hudson.

Letter from Commodore Palmer, U. S. Navy, forwarding information received from a deserter from Port Hudson.

U. S. FLAGSHIP HARTFORD,
Off Red River, May 21, 1863.

GENERAL: I enclose you the following extracts taken from a letter I received from the commanding naval officer at Bayou Sara this morning:

Picked up two deserters from Port Hudson that have been hidden in a swamp for several days, waiting for one of our vessels to come down. They say that there may be about 2,500 or 3,000 in Port Hudson, and many more beyond the place, but they do not know the force. Say that the batteries are well manned, and the guns still there; heard of no intended evacuation when they left. * * * The cavalry surprised everybody along the river banks. The officer in command did not stop to communicate. I, however, stopped one of his officers, and learned that they were going to Waterloo. Went down with *Albatross*, and met them returning from the spot where our mails went across to the lower fleet. They brought back 2 killed and 1 wounded, and as they had no medical officer, I took him on board. Had they told me where they were going, I could have saved them their loss, for I visited those woods and burned dwellings only the evening before, and heard that there was a force of cavalry and infantry opposite Port Hudson. I could have shelled them when drawn out by our cavalry. The number of men on both sides were the same. Anchored at Waterloo, and remained by the cavalry all night. * * * From Bayou Sara we still hear that Port Hudson has but a very small force—a brigade and a half.

J. S. PALMER,
Commodore.

General BANKS.

Letter from Commodore Palmer, U. S. Navy, to Captain Walke, U. S. Navy, regarding the return of the U. S. S. *Pittsburg*.

U. S. S. HARTFORD,
Bayou Sara, May 23, 1863.

MY DEAR CAPTAIN: I send you back the *Pittsburg*, though I (or rather the army) can ill afford to lose her, but I think it necessary you should have more force where you are. I am in hopes that Porter will send you down coal, as the *Pittsburg* has much less than I supposed. I have sent the *Estrella* to the Atchafalaya for the protection of such transports as may have yet to go down.

The captain of the *Pittsburg* will give you all the news.

In haste, yours, very truly,

JAS. S. PALMER.

Captain H. WALKE,
Commanding U. S. S. *Lafayette*.

[Signal.]

U. S. S. HARTFORD,
Near Port Hudson, May 24—10:30 a. m.

I have nothing from General Banks since yesterday morning, when he had joined Augur at Newport, [La.].

PALMER,
Commodore.

Admiral FARRAGUT.

[Signal.]

MAY 24, [1863].

Hold on and watch events and be ready to take advantage of them.

D. G. FARRAGUT.

Commodore PALMER.

[Signal.]

MAY 24, [1863].

I have now in the Mississippi the *Albatross*, *Arizona*, and *Sachem*, the two latter at Bayou Sara. I have the *Estrella* on the Atchafalaya. The *Pittsburg* I sent yesterday to report to Captain Walke to assist in blockade of Red River. General Grant has been everywhere successful. We hope Vicksburg by this time has fallen. I have received about 120 tons of coal for all of us. Hope to get 100 more from the army. I have sent over an officer with a communication for you.

J. S. PALMER,
Commodore.

Admiral FARRAGUT.

[Signal.]

MAY 24, 1863.

General Banks wishes to inform you that our forces are in possession of the point opposite Port Hudson. Our troops are somewhat above

and retired, but they command the point. They captured a signal officer and 6 men last night. I am a mile from the fortifications. Grover is on his way to the same. Sherman is close at hand.

C. C. AUGUR,
Major-General.

Admiral FARRAGUT.

[Signal.]

MAY 25.

General Banks requests me to shell the west side of Thompson's Creek at midnight, to prevent any attempt of the enemy to escape over that side. You can understand the firing.

PALMER,
Commodore.

Admiral FARRAGUT.

Letter from Colonel Irwin, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, regarding the position of troops.

HEADQUARTERS, DEPARTMENT OF THE GULF,
Riley's, before Port Hudson, May 25, 1863—Noon.

ADMIRAL: The commanding general is at the front.

I will forward your dispatch to him immediately.

Meanwhile I take the liberty of stating our position early this morning.

Sherman on the left, in advance of the enemy's first line of rifle pits, having his pickets at the front edge of a skirt of woods, separated from the enemy's main line of works by an open plain. His position is in front of the schoolhouse.

Augur next, on the road from the Plains [Store] to Port Hudson, and well advanced.

Grover on the Jackson road, holding the front edge of a wood which is within from 250 to 400 yards of the apparent center of the works and in plain sight and easy range of them.

Weitzel, with his own brigade, Dwight's, and Paine's (Emory's) division, reduced to about a brigade, on the right, near where the telegraph road from Port Hudson to Bayou Sara crosses the Big Sandy Creek.

This morning everybody except Grover has closed up, and Grover can not close up without taking the works in front of him.

Thus the place is completely invested.

I understand that it is commanding general's intention to make the decisive attack to-morrow morning. But upon this point I do not speak officially or decidedly, as everything, of course, depends upon circumstances, which an hour might totally change.

I have the honor to be, sir, with great respect, your obedient servant,

RICHARD B. IRWIN,
Assistant Adjutant-General.

Rear-Admiral D. G. FARRAGUT, U. S. Navy,
Flagship Hartford.

Letter from Major-General Banks, U. S. Army, to Commodore Palmer, U. S. Navy, regarding the closing in of troops.

HDQRS. DEPT. OF THE GULF, NINETEENTH ARMY CORPS,
Riley's, before Port Hudson, May 25, 1863—8:30 a. m.

COMMODORE: Having abandoned the Atchafalaya and ordered the evacuation of Butte-à-la-Rose, the commanding general directs me to inform you that he will no longer need the *Estrella* at the Courtableau Junction. He respectfully requests that you will order her and another gunboat, if possible, to hold and observe closely the head of the Atchafalaya and prevent the enemy from attempting to cross near Simmesport. We can furnish you a detachment of sharpshooters for service on the boats if you desire it. If you send a gunboat down to order up the *Estrella*, please send word to the commander at Butte-à-la-Rose that no more transports are to be permitted to pass up.

Our lines closed in upon Port Hudson yesterday. We occupy the enemy's advanced rifle pits on our left, and on the center are within musket range and in plain view of the work at the crossing of the Jackson road. Everything looks favorable.

We are in easy communication with Baton Rouge and by telegraph and signals from our left to the admiral, who, as I presume you are informed, has his flag on the *Monongahela*. I shall be happy to send anything for you to New Orleans.

I have the honor to be, commodore, very respectfully, your obedient servant,

[RICH'D B. IRWIN,]
Assistant Adjutant-General.

Commodore J. S. PALMER,
Commanding, etc., Flagship Hartford.

Letter from Major-General Banks, U. S. Army, to Commodore Palmer, U. S. Navy, naming a point of attack for the gunboats.

HDQRS. DEPT. OF THE GULF, NINETEENTH ARMY CORPS,
Riley's, before Port Hudson, May 25, 1863—1 p. m.

It is important that the gunboats should shell the point of land between Thompson's Creek and the Mississippi from a position a little above the turn of the river at midnight precisely. If the enemy attempts an escape, it will be across Thompson's Creek, between the creek and Fancy Point. This will probably occur, if at all, to-night. Grierson's cavalry is over the crest of Thompson's Creek. You will take the range of Port Hudson, covering Fancy Point about on the line marked on the enclosed sketch* from the position marked on the river, thus:

Very respectfully, your obedient servant,

N. P. BANKS,
Major-General, Commanding.

Commodore JAMES S. PALMER,
U. S. S. Hartford.

*Sketch not found.

Letter from Major-General Banks, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, regarding the advance of his command.

HDQRS. DEPT. OF THE GULF, NINETEENTH ARMY CORPS,
Riley's, before Port Hudson, May 26, 1863—1 a. m.

ADMIRAL: Colonel Irwin informed you of our position early this morning. To-day we concentrated Paine's (Emory's) division, reduced to about a brigade, and the brigades of Weitzel and Dwight, all under General Weitzel's command, on the right, turned the head of Big Sandy Creek, and pushed through the woods on that part of the line up to the abatis which continues the enemy's line of defense toward his left.

During the afternoon he made quite a determined attack on our right. For a short time the action was brisk, but the enemy was soon driven back in considerable confusion, and at dark we held the ground I have indicated on our right, and on the rest of the line the same general position indicated in Colonel Irwin's dispatch.

Colonel Prince, with the Seventh Illinois Cavalry and a section of the First Illinois Battery, was sent down and across Thompson's Creek to destroy the enemy's means of transportation, with the view of frustrating the probable attempt to escape at this point. Colonel Prince took the large steamers *Starlight* and *Red Chief* and a small flat, being the only means of transportation on the creek, and, finding the south bank overflowed and the steamers in good order, very properly decided to hold the boats, instead of burning them, and only to destroy them in the last resort.

We are now everywhere close upon the works. To-day our artillery will be placed in position. We shall bring about ninety guns to bear upon the enemy. We shall replenish exhausted ammunition, bring up that which we need for the work before us, and prepare everything for the assault. At daylight to-morrow (27th), unless something unexpected occurs, I shall order the works to be carried by assault.

Please let the mortars destroy the enemy's rest at night. I will try to communicate with you and Commodore Palmer frequently by signals.

I have the honor to be, very respectfully, your obedient servant,

N. P. BANKS,

Major-General, Commanding.

Admiral D. G. FARRAGUT,

Commanding, etc., Flagship Monongahela.

Letter from Major-General Banks, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, regarding the assault.

HDQRS. DEPT. OF THE GULF, NINETEENTH ARMY CORPS,
Riley's, before Port Hudson, May 26, 1863—Midnight.

SIR: I have ordered the light artillery to open fire on the enemy's works at daybreak to-morrow morning and the heavy batteries concentrated on the left center to open at 6 a. m.

The division commanders will dispose their infantry so as to seize any advantage and carry the works at the earliest moment. They will be taken during the day.

Your fire should cease as soon as you observe our artillery cease its fire, which will probably be about 10 o'clock, though the time is of course dependent on circumstances.

I have the honor to request that you will communicate the contents of this by signals to Commodore Palmer.

Very respectfully, your obedient servant,

N. P. BANKS,

Major-General, Commanding.

Admiral D. G. FARRAGUT,

Commanding, etc., Flagship Monongahela.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Banks, U. S. Army, giving assurance of cooperation.

FLAGSHIP MONONGAHELA,

Below Port Hudson, May 26, 1863.

DEAR GENERAL: Your dispatch of this morning is duly received. I am glad to find that all is going on as well as you desire. I shall continue to harass the enemy occasionally day and night. He was pretty well exercised last night both by the *Hartford* and the mortars. I am trying to get the range on the upper battery now. We have moved the mortar boats up half a mile nearer, and the ships will be ready to open the moment you give us notice, or we judge you to be making the grand artillery attack. It seems to me that you have only to make the assault and they must fall. We will aid you all we can, but I am so anxious about the troops that I fear I will not do as much as I might if I knew exactly where they were; but I will not hurt your men, as that is my whole study.

The enemy have not replied to our fire this morning. I am glad your officer did not burn the steamers; they can be brought out easily at any time.

I shall be on the watch to aid you whenever I can, and with my sincere wishes for your success, I remain,

Very truly, yours,

D. G. FARRAGUT,

Rear-Admiral.

Major-General BANKS,

Commanding Department of the Gulf.

[Signal.]

MAY 27, [1863]—6:15 a. m.

The light artillery opens at daylight, the heavy at 6 a. m. Port Hudson will be ours to-day. The ships will cease firing when the artillery ceases.

BANKS,

General.

Commodore PALMER.

[Signal.]

MAY 27—12:15 p. m.

All is going well with the army. They push the rebels hard on the right. Do not fire again.

ALDEN,
Captain.

Commodore PALMER.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Banks, U. S. Army, regarding continued operations.

FLAGSHIP MONONGAHELA,
Below Port Hudson, May 27, 1863.

DEAR GENERAL: I heard your firing last evening and fear you have sustained some losses, but feel assured that the enemy must have suffered much more. Trust that you will be able to carry out your designs of to-day with ease. I wish it was in my power to aid you more, but I kept up a heavy fire on them during the night and will open upon them again with you and cease with your artillery. Such have been my orders heretofore.

Wishing you all success, I remain, truly, yours,

D. G. FARRAGUT,
Rear-Admiral.

Major-General N. P. BANKS,

Comdg. Department of the Gulf, before Port Hudson.

Letter from Major-General Banks, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, regarding a general attack.

HEADQUARTERS DEPARTMENT OF THE GULF,
Before Port Hudson, May 28, 1863.

DEAR SIR: I have received your several letters. We made a general attack upon the works yesterday, at 2:15 o'clock, advancing up to the breastworks on all sides, and many of our men were upon the parapets; but the enemy was too strong in numbers and the works too formidable to admit our full success, and we hold this position at this time. On the right, the opposing forces are separated only by a few feet, and no man on either side can show himself without being shot. On the left the main force has fallen back, but the position is held by skirmishers, as yesterday. We shall hold on to-day, and make careful examinations with reference to future operations. It is the strongest position there is in the United States, and the enemy is in stronger force than we have supposed. I can increase my force some 5,000 in three days, and it is not impossible that Grant may send us assistance. We may reasonably expect it if he is fortunate. Our men fought with the utmost possible bravery, but I regret to say our losses have been very severe indeed. A large number of officers have been killed and wounded. I have asked for a suspension of hostilities until 2 o'clock, that the dead and wounded may be brought

in. They are within our lines, but can not be removed without being fired upon, as they are mainly in the immediate vicinity of the fortifications.

I have the honor to be, admiral, very respectfully, your obedient servant,

N. P. BANKS,
Major-General Commanding.

Admiral D. G. FARRAGUT.

Letter from Major-General Banks, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, regarding the establishment of a system of signals.

HDQRS. DEPT. OF THE GULF, NINETEENTH ARMY CORPS,
Before Port Hudson, May 28, 1863.

DEAR SIR: We mean to harass the enemy night and day and to give him no rest. I desire to establish a system of signals with you, night and day, by which we can make instant communication. This can be done by means of rockets at night and with a signal flag, which I think we can accomplish in the day. I shall want you to shell the town at night unceasingly. I think if you can get the range of the center of the town, and then drop the shells on the right and left, front and rear, for the space of half a mile from the town, that it will harass the enemy without injury to us. A trial of the experiment can be made, so that you can have immediate notice of its effect, and may extend your operations in the direction where it may be possible without injury. I will communicate to-day upon the subject of signals. An examination of the works when we reached them show them to be very formidable, and the country in which they are placed is a perfect labyrinth. One is unable to comprehend the lay of the land even after having traveled through it. Ravines, woods, and obstructions of every sort disconcert the movements of troops and break up the lines. A portion of these difficulties will disappear as we get acquainted with the ground, but at first encounter they are very formidable. I want you to send to me 500 hand grenades. Let them be accompanied, if you please, by an officer who can explain to our men their proper management. I desire, if possible, that some means may be devised by which the steamers may be brought out of Thompson's Creek. If you can suggest anything upon this subject I should like it. I did not receive your letter of the 20th until last night, but most of the suggestions contained therein had been complied with.

I have the honor to be, admiral, very respectfully, your obedient servant,

N. P. BANKS,
Major-General, Commanding.

Admiral D. G. FARRAGUT.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Banks, U. S. Army, expressing sympathy in his failure to carry the works.

U. S. FLAGSHIP MONONGAHELA, *May 28, 1863.*

DEAR GENERAL: I deeply sympathize with you in your losses and failures to carry the works of the enemy. I know nothing of the

arrangements of their works, and consequently have no judgment in the case. When I saw General Weitzel open his batteries on the extreme right, I thought we were all right; but when the forts silenced his fire, I feared again that all was lost, and that he had retired.

In their exultation this morning they opened upon us; we returned their fire, and continued to shell them until we silenced their guns. I now feel anxious to know what will be your next move in the case, so as to know how to cooperate with you.

I sent General Sherman and some of the wounded down to New Orleans last night in our tug, and have this morning sent three medical officers down to Springfield Landing to assist your surgeons, and I only desire to know in what other way I may assist you.

When you have made up your mind as to your next move, please let me know, that I may govern myself accordingly.

In the meantime, I remain, very sincerely, yours,

D. G. FARRAGUT,
Rear-Admiral.

Major-General N. P. BANKS.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Banks, U. S. Army, regarding continued operations.

FLAGSHIP MONONGAHELA, *May 29, 1863—10:30 p. m.*

DEAR GENERAL: Lieutenant Harwood delivered your dispatch at this moment; hence you see it was too late for any of the purposes of which you speak, except the firing during the night, which we commence every night from 10 to 12, and shell all night. We shelled all the afternoon, but we can not reach beyond the second battery. They cut up the mortar boats and the *Essex* yesterday or last night, so that they had to drop down half a mile. Lieutenant Harwood informs me that a gunboat can not get into Thompson's Creek, nor can the *Hartford* shell the batteries without great exposure and risk of getting on shore.

Mr. Harwood will show us the signal station in the morning, as well as the other points.

I have written to Porter for some hand grenades, as I understand he has plenty in his fleet.

Very truly, yours,

D. G. FARRAGUT,
Rear-Admiral.

Major-General BANKS,
Commanding Department of the Gulf, before Port Hudson.

Letter from Major-General Banks, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, requesting a detail of marines.

HDQRS. DEPT. OF THE GULF, NINETEENTH ARMY CORPS,
Before Port Hudson, May 29, 1863.

DEAR SIR: We have a battery of four Dahlgren guns, for which I am providing platforms. I should be glad if you could detail, without detriment to your service, a sufficient number of marines to strongly man these guns with expert men. It will render us a material service.

Everything looks well for us. The rebels attempted a sortie upon our right last evening upon the cessation of the armistice, but were smartly and quickly repulsed. You must have heard the firing; but 4 of our men were wounded.

I have the honor to be, very respectfully, your obedient servant,

N. P. BANKS,

Major-General, Commanding.

Admiral D. G. FARRAGUT.

Letter from Major-General Banks, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, regarding the opening of communication by signal and telegraph.

HDQRS. DEPT. OF THE GULF, NINETEENTH ARMY CORPS,
Before Port Hudson, May 29, 1863—10 p. m.

ADMIRAL: Our general position is unchanged to-day. The enemy took advantage of the armistice yesterday to move the commissary stores from the storehouse on our right, which was under our fire, and to mass new guns against us in that quarter. He is evidently very tender there. I wish you would continue to harass him; at night especially. We will keep him attentive during the day and occasionally at night also.

We are endeavoring to complete the telegraph line to Springfield Landing, and hope by to-morrow night to be in immediate communication with you by telegraph and signals. We can then inform you from time to time of the effect of your fire and measurably direct it.

Very respectfully, your obedient servant,

N. P. BANKS,

Major-General, Commanding.

Rear-Admiral D. G. FARRAGUT, U. S. Navy,
Commanding, etc., Flagship Monongahela.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Banks, U. S. Army, regarding general matters.

FLAGSHIP MONONGAHELA,
Above Port Hudson, May 28, 1863—11:30 a. m.

DEAR GENERAL: Your two dispatches by Captain [Charles A.] Hartwell have this moment been received. I am delighted to find that you maintain so good a position. I thought Weitzel had been driven back by the heavy bombardment in the night. I can not but think that one of the best points of assault is on the water front. Captain Hoffman came down here opposite the *Essex* day before yesterday and knows the way. It is not over a mile and a half to the citadel.

If you would come down abreast of the *Essex* and march up under the support of the fleet, it seems to me that we could put you within the lines. The only thing I don't know is the character of the land along the shore. Your engineer officer might look at it. We have no hand grenades. They are not in use in the Navy, though we esteemed them highly during the war of 1812.

If you can furnish pilots and engineers the steamers can come out of Thompson's Creek at any time and run up to the *Hartford*. As to

the enemy's forces, we had a deserter yesterday, who said they had about 4,000 men. They must work them very severely night and day, but they work on a small radius. You must overcome them by perseverance. I will shell them, but I do not believe it does much good, as they are not where we can reach them. They fall back to the inner line at night. However, we will fire every time they show themselves. They have been lavish with ammunition yesterday and to-day, and yet we heard that they had not much on hand. Wishing you success,

I remain, yours, truly,

D. G. FARRAGUT.

General BANKS.

Letter from Major-General Banks, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, regarding successful firing.

HDQRS. DEPT. OF THE GULF, NINETEENTH ARMY CORPS,
Before Port Hudson, May 30, 1863.

MY DEAR SIR: We greatly need some rock fire for the destruction of buildings within the fort. The bearer, Captain Colville, will state to you the quantity he desires. Our fire has been most successful to-day. The large gun on the raft has been disabled.

A messenger from the country east reports or confirms the report of the death of Jeff. Davis.

Your guns last night are said to have compelled the enemy to change the position of his men and stores.

Very truly, yours,

N. P. BANKS,
Major-General, Commanding.

Admiral FARRAGUT.

Letter from Captain Walke, U. S. Navy, to Commodore Palmer, U. S. Navy, regarding expected communication.

U. S. GUNBOAT LAFAYETTE,
Red River, May 30, 1863.

DEAR COMMODORE: I have been anxiously waiting to hear from you and Admiral Porter since you left the mouth of the river, but no steamers have been here until the arrival of the *Price* last night. I send you a mail bag by her. I tried to communicate with you by the *Arizona*, but could not make her fast captain stop. In that respect he is generally at fault. I am sorry Vicksburg and Port Hudson are not captured yet, but hope for the best.

Yours, very truly,

HENRY WALKE,
Captain, U. S. Navy.

Commodore JAS. S. PALMER,
Commanding Flagship Hartford.

[Signal.]

MAY 30, [1863].

General Weitzel says continue the firing as we direct.

Admiral FARRAGUT.

[Signal.]

MAY 30, 1863.

The shells fired from the mortar fleet at the batteries at 1 o'clock this morning fell on the right side of our lines; five-eighths of a mile west, with same range, and you will hit the enemy's forts, or 100 yards to the left, and you will hit their rifle pits.

G. WEITZEL,
General.

Admiral FARRAGUT.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Banks, U. S. Army, regarding a navy battery.

FLAGSHIP MONONGAHELA,
Off Port Hudson, May 30, 1863.

DEAR GENERAL: I send you Lieutenant-Commander Terry for the purpose of arranging the affair of the navy battery of IX-inch guns. Captain Alden said very promptly he would furnish the officers and men to work the guns. Lay the platforms with a slight inclination, so as to make it easy to run the battery and check the recoil. Separate the guns so as not to expose them too much to chance shot. Lieutenant-Commander Terry is an intelligent officer, and will do justice to the country and all concerned.

Respectfully and truly,

D. G. FARRAGUT,
Rear-Admiral.

Major-General BANKS,
Commanding Department of the Gulf.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Banks, U. S. Army, forwarding two prisoners.

U. S. FLAGSHIP MONONGAHELA,
Port Hudson, May 31, 1863.

DEAR GENERAL: We had two prisoners sent on board to us to be sent to headquarters for your examination yesterday evening. The doctor appears to me to be a very suspicious character. I take him to be both a spy and an incendiary, torpedo maker, or something of the kind. The soldier was no doubt on his way for reinforcements, although it is strange that he should have crossed the river under the belief that we had no one on that side, when they have fired at our people frequently; but you will dispose of them according to your own judgment.

I send the papers found on the doctor. We had three deserters last night from Port Hudson; they give a good account of things there. They say you destroyed a large amount of their commissary day before yesterday, that you killed a great many of their men in the fight, and kill a great many every day.

D. G. FARRAGUT,
Rear-Admiral.

Major-General BANKS.

Letter from Major-General Banks, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, requesting guns, and men to man them.

HQDQS. DEPT. OF THE GULF, NINETEENTH ARMY CORPS,
Before Port Hudson, May 31, 1863.

MY DEAR SIR: Thanks for your note and the cheering report of the deserters. We are closing in upon the enemy and will have him in a day or two. Can you spare to us the 32-pounder guns on board the mortar boats with men to man them? They will do us great service. General Grant's success is glorious.

Very truly, yours,

N. P. BANKS,
Major-General, Commanding.

Rear-Admiral D. G. FARRAGUT,
U. S. S. Richmond.

Order of Commodore Palmer, U. S. Navy, to Lieutenant-Commander Cooke, U. S. Navy, commanding U. S. S. Estrella, to proceed to Bayou Sara.

U. S. FLAGSHIP HARTFORD,
Above Port Hudson, June 1, 1863.

SIR: You will proceed to Bayou Sara and look out for our interests in that quarter. You will also keep watch on the opposite shore. Upon the return of the *Arizona* you will order her down to report to me.

Respectfully, your obedient servant,

JAS. S. PALMER,
Commodore.

Lieutenant-Commander A. P. COOKE,
Commanding U. S. S. Estrella.

[Signal.]

JUNE 2, [1863].

If possible, I will send the Parrott guns to your side. It offers a good position. We are getting in position for a vigorous attack, and are confident of success. We are getting the large guns up to-day. I will keep you well informed, and am sorry so few messages reach you.

N. P. BANKS,
General.

Admiral FARRAGUT.

[Signal.]

Your telegrams about Parrott guns for the Point received. Do not think it safe. Have written fully.

D. G. FARRAGUT,
Admiral.

General BANKS.

[Signal.]

JUNE 2.

I beg you to bring the mortars to bear while daylight lasts—to bear on a circle of 200 yards in diameter, a circle about 800 yards south of

the church. Let the shell fall near this point and it will destroy their magazine. It is just in rear of the first clump of trees between the tower and your position.

N. P. BANKS,
General.

Admiral FARRAGUT.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Banks, U. S. Army, regarding orders for returning the fire of the enemy.

FLAGSHIP MONONGAHELA,
Port Hudson, June 2, 1863.

GENERAL: I have received your telegram, but can not think it advisable to put guns in front. Their shell would reach our forces. I am now afraid to fire, except on the flank.

I was afraid my shell reached your forces yesterday; but it annoyed the enemy so as to stop his firing, and I now give orders to open on him the moment he opens on your forces—that is, on the X-inch Columbiad in their middle battery, which generally annoys Weitzel. I am glad to hear that you are preparing for a final assault. All I think you need is concert of action, and you must succeed. Let me know in time to give you my assistance.

Very truly and respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Major-General N. P. BANKS,
Commanding Department of the Gulf.

Report of Captain Walke, U. S. Navy, regarding an engagement near Simmesport.

U. S. GUNBOAT LAFAYETTE,
Red River, June 3, 1863.

SIR: This morning I sent the *Switzerland* down to Simmesport to make a reconnoissance in compliance with your request of the 30th ultimo, and about three-quarters of an hour after I heard a brisk firing of cannon in that vicinity, when I dispatched the *Pittsburg* immediately for that place, but before she reached Atchafalaya the *Switzerland* met the *Pittsburg*, and, giving her information of her engagement with two batteries of light guns and a considerable [number] of infantry, they both returned. Colonel Ellet reports that four or five pieces of light artillery opened fire on him, with about a regiment of infantry, wounding three of his men, one dangerously. The *Switzerland* returned the fire, passing below the batteries, and also on her return; but not having the means of capturing the enemy or his guns, and his steam pipe disabled, he returned. I have sent him to you for some troops, if they can be obtained, so that I can make an attack upon the enemy and capture his artillery and some of his troops, perhaps, by landing our troops immediately after driving them from their guns. Colonel Ellet will report particulars. In great haste, I am,

Very respectfully, your obedient servant,

HENRY WALKE,
Captain, U. S. Navy.

Commodore JAS. S PALMER,
Commanding Flagship Hartford.

Letter from Commodore Palmer, U. S. Navy, to Acting Rear-Admiral Porter, U. S. Navy, referring to a reported repulse.

U. S. S. HARTFORD,
Above Port Hudson, June 3, [1863].

MY DEAR PORTER: We are in statu quo here—entered upon a siege. As I understand, we were repulsed with great loss upon the 27th ultimo, our casualties amounting to about 2,000. General Sherman and some 7 or 8 colonels killed; yet Banks writes me [he] is preparing for a more vigorous assault, and is sanguine of ultimate success. He is very much in want of hand grenades; pray send him some if you have any to spare.

I do not know what I shall do if you can not send me coal; the movements of my gunboats are already paralyzed from want of it.

The rebel army have entirely repossessed the country from which they have been so lately driven; they have even occupied as far down as Brashear City. Some rebel cavalry have been seen opposite Bayou Sara; the Atchafalaya is completely blocked; we are therefore dependent upon your charity for coal.

I see the Northern papers report Vicksburg to be ours, but you will certainly let us know when that happy event takes place.

I have directed the *Price* to take back the empty coal barge which you at first sent down; it has been of great use to the army in transporting them across.

I can communicate across the point with the admiral below (an affair of about two hours); can also signalize from my masthead to that of the *Richmond*.

Let me have a line from you when a vessel comes down, for I can not understand these soldiers' reports.

Very truly, yours,

J. S. PALMER.

Report of Rear-Admiral Farragut, U. S. Navy, regarding the investment of Port Hudson and Vicksburg.

FLAGSHIP MONONGAHELA,
Below Port Hudson, June 4, 1863.

SIR: Since my last of the 28th of May nothing material has occurred. General Banks still has Port Hudson closely invested and is now putting up a battery of four IX-inch guns and four 24-pounders.

The first will be superintended by Lieutenant Terry, of the *Richmond*, and worked by four of her gun crews and to be used as a breaching battery.

We continue to shell the enemy every night from three to five hours, and at times during the day when they open fire on our troops.

The general informs me that he hopes to be able to make an assault in a few days. I shall hold on here until it is either reduced or we are repulsed.

I have the *Hartford* and two or three gunboats above Port Hudson; the *Richmond*, *Genesee*, *Essex*, and this vessel, together with the mortar boats below, ready to aid the army in any way in our power.

One of General Grant's aids arrived yesterday from Vicksburg, who informed me that that place is very closely invested; that General Pemberton is confined to his inner trenches and pressed upon at every quarter.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Signal.]

JUNE 4, [1863].

The enemy number their water batteries 1, 2 from up the river down. The main magazine is behind Battery No. 6, and about 300 to 500 yards back from the river.

BANKS,
General.

Admiral FARRAGUT.

Letter from Major-General Banks, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, requesting that the mortars open fire.

HDQRS. DEPT. OF THE GULF, NINETEENTH ARMY CORPS,
Before Port Hudson, June 4, 1863.

SIR: I beg you to bring your mortars to bear immediately while daylight lasts. Your mortars to bear upon a circle of 200 yards diameter, the center about 800 yards south of the church.

The magazine is about 800 yards almost due south of the church. Let the mortar shells fall in a circle of 200 yards diameter in that vicinity. One shell near this point will destroy their magazine. It is just in rear of first clump of trees looking up toward the town from your position.

Very respectfully, your obedient servant,

N. P. BANKS,
Major-General, Commanding.

Admiral D. G. FARRAGUT,
U. S. S. Richmond.

Letter from Commodore Palmer, U. S. Navy, to Major-General Banks, U. S. Army, regarding measures for the protection of the Atchafalaya River.

U. S. S. HARTFORD,
June 4, [1863]—8 p. m.

GENERAL: I am just in receipt of your note. I sent Colonel Ellet up to you yesterday, and informed you that Simmesport was in possession of the enemy, and the banks of the Atchafalaya were filled with their sharpshooters. This, I presume, he did, and told you how heavy the fire was.

Now, I question whether any gunboat could get down the Atchafalaya, owing to want of water, and there ought to be at least two or three sent down to hold their own against the enemy.

We have scarcely coal enough to enable the gunboats to do their necessary police work up and down the river. This Bayou Sorrel, which I can not find on the map, leads, I believe, out into the Mississippi near Plaquemine.

I will notify the admiral of your request, and see if he can't get the information you desire by way of Plaquemine.

I am sorry I did not know before of these vessels being in this dangerous situation, as the *Estrella*, when she last came up, about ten days ago, might have given them warning.

Very truly, yours,

J. S. PALMER,
Commodore.

General N. P. BANKS.

[Signal.]

JUNE 5, [1863].

I desire you to fire one of your rifle pieces upon the rebel pivot gun.

GROVER,
General.

Captain ALDEN.

Letter from Major-General Banks, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, giving the results of the mortar firing.

HDQRS. DEPT. OF THE GULF, NINETEENTH ARMY CORPS,
Before Port Hudson, June 6, 1863.

SIR: The shelling of the mortar boats on Thursday night is reported to have seriously inconvenienced the enemy. Beef cattle killed, several men wounded, and a regimental camp rendered untenable. The bulk of the early fire passed a little to the left of and beyond the main magazine. The sleep of half the garrison was prevented.

Very respectfully, your obedient servant,

N. P. BANKS,
Major-General, Commanding.

Rear-Admiral D. G. FARRAGUT,
U. S. S. Monongahela, Commanding, etc.

[Signal.]

JUNE 6, [1863].

I have him under my control. The minute he opens, I silence him.

FARRAGUT,
Admiral.

General BANKS.

Letter from Major-General Banks, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, seeking to learn the truth regarding reported movements of the enemy.

Immediate.]

HDQRS. DEPT. OF THE GULF,
NINETEENTH ARMY CORPS,
Before Port Hudson, June 7, 1863—10 p. m.

Colonel Grierson, just in from an expedition sent to Clinton to disperse the force there, reports that the enemy evacuated that place

some hours before he entered it, and fell back to Liberty. There are rumors that Kirby Smith is crossing at Natchez, that the force which retreated from Clinton expects to be reinforced at Liberty, and that Grant has had another fight at Vicksburg in which he carried the enemy's first line of works, but was attacked in the rear by Johnston and badly cut up. These are only Southern rumors, of course, and I read them favorably, but I wish you would direct Commodore Palmer to send a gunboat to Natchez to ascertain the truth as to the reported crossing there.

N. P. BANKS,

Major-General, Commanding.

Rear-Admiral D. G. FARRAGUT,

Flagship Monongahela, via Springfield Landing.

Order of Major-General Banks, U. S. Army, to Brigadier-General Grover, U. S. Army,
in view of reported operations of the enemy in Thompson's Creek.

HDQRS. DEPT. OF THE GULF, NINETEENTH ARMY CORPS,

Before Port Hudson, June 8, 1863—1:30 a. m.

GENERAL: Admiral Farragut, in a dispatch this moment received from him, states that heavy hammering has been heard on the *Hartford* for the last two nights (6th and 7th), supposed to be in or at the entrance of Thompson's Creek into the Mississippi, near the upper or first battery of the enemy. From Colonel Sage, at Fausse Point, there is a report that his men have observed persons during the moonlight bringing large logs or pieces of timber down to the water. The admiral's impression is that the enemy is building either a bridge or a raft to enable him to escape. The commanding general desires that you will immediately ascertain and report whether this hammering has been heard upon your lines and whether it was not possibly the noise made in constructing our own batteries upon the extreme right of our line. The commanding general considers it important that you should ascertain the truth, the exact truth, as to the matter with the least possible delay.

Very respectfully, your obedient servant,

[RICH'D B. IRWIN,]

Assistant Adjutant-General.

Brigadier-General C. GROVER,

Commanding Right Wing.

Letter from Major-General Banks, U. S. Army, to Rear-Admiral Farragut, U. S. Navy,
regarding the approaching crisis.

HDQRS. DEPT. OF THE GULF, NINETEENTH ARMY CORPS,

Before Port Hudson, June 8, 1863—10 p. m.

ADMIRAL: Matters are now approaching a crisis. All the guns will be ready to open to-morrow. The mortars on the right opened fire this afternoon for a short time to get the ranges and succeeded in doing so very satisfactorily. To-morrow we shall open from all the batteries and fire slowly to get good ranges and to induce the enemy to develop his fire in response.

I am well satisfied with the condition of affairs, and feel confident that the enemy can not hold out beyond Thursday.

It will be necessary for you now to keep a bright lookout to prevent any attempt at escape by crossing the river.

Our rear is now clear of the enemy, so that we do not apprehend his presence in any force within two days' march. Nor do we hear anything definite of the arrival of the reinforcements concerning which the enemy keeps up so many reports.

I am disposed to think that the hammering heard on the *Hartford* was either the sound of our own work in constructing batteries on the right or the noise of the enemy doing the same thing opposite. I have, however, sent a party to make a thorough examination of the approaches near the mouth of Thompson's Creek. Two weeks ago they were impassable.

I enclose a copy of a telegram sent to you last night.

Very respectfully, your most obedient servant,

N. P. BANKS,

Major-General, Commanding.

Rear-Admiral D. G. FARRAGUT, U. S. Navy,

Commanding Western Gulf Squadron, Flagship Monongahela.

[Signal.]

JUNE 9, [1863].

Hammering and building is reported at the mouth of Thompson's Creek. Can you account for it?

FARRAGUT,

Admiral.

General BANKS.

[Signal.]

JUNE 9, [1863].

We have men near by the creek and will report to you. All going well.

BANKS,

General.

Admiral FARRAGUT.

[Signal.]

SPRINGFIELD LANDING, *June 9, [1863].*

Colonel Prince has been to-day to the mouth of Thompson's Creek, on the east bank, and reports neither hearing nor seeing anything of the enemy in that neighborhood. Our picket line is complete to the captured steamboats, whence it is extended by frequent patrols beyond the steamboats to the river. The crossing of Thompson's Creek is reported impracticable. We burned the enemy's storehouse this afternoon.

BANKS,

General.

Admiral FARRAGUT.

Letter from Major-General Banks, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, regarding the opening of fire.

HDQRS. DEPT. OF THE GULF, NINETEENTH ARMY CORPS,
Before Port Hudson, June 9, 1863—5:30 p. m.

SIR: Opened fire at 11 a. m. from the heavy guns and mortars, and fired slowly during the day, with good ranges and excellent effect, driving the enemy away from the parapet. Our fire was, except in one or two instances, unanswered. The heavy guns were admirably served. Please keep up your mortar fire during the whole of this night. We shall fire slowly all night. Will send you a report of the operations at the mouth of Thompson's Creek this evening.

Very respectfully, your obedient servant,

N. P. BANKS,
Major-General, Commanding.

Rear-Admiral D. G. FARRAGUT,
Monongahela.

[Signal.]

JUNE 10, 1863.

Please send to Springfield Landing 500 blank cartridges, 50 shrapnel, 500 shell, and 50 solid shot for the IX-inch navy guns. Please let me know when they will be there.

BANKS,
General.

Admiral FARRAGUT.

[Signal.]

JUNE 10, 1863.

The ammunition that you asked for will be at Springfield Landing at 5 p. m.

ALDEN,
Captain.

General BANKS.

[Signal.]

JUNE 10, 1863.

Send as many 5-second fuzes as you can possibly spare to Springfield Landing, in care of Colonel Arnold, chief of artillery.

E. TERRY.

W. S. SCHLEY,
Executive Officer of the Richmond.

[Signal.]

JUNE 10.

Colonel Benedict informs me that you had orders not to fire. It must have been a great mistake in some of my dispatches. Please continue the fire of your mortars the whole night. We shall fire also.

N. P. BANKS,
Major-General, Commanding.

Admiral FARRAGUT.

Letter from Major-General Banks, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, regarding a reconnaissance to Thompson's Creek.

HDQRS. DEPT. OF THE GULF, NINETEENTH ARMY CORPS,
Before Port Hudson, June 10, 1863—6 p. m.

SIR: Colonel Prince reports no rafts being built at the mouth of Thompson's Creek, and no indications there of any effort on the part of the enemy to escape. The ground on the west bank is very swampy, and can only be traversed by men on foot. A reconnoitering party sent down the east bank went as far as the mouth of Sandy Creek, which is 340 yards above the mouth of Thompson's Creek, but met no pickets.

Colonel Prince saw our camp at Fausse Point, and thinks the commanding officer there would be able to observe everything transpiring at the mouth of Thompson's Creek. Please request him to see if he can do so.

Very respectfully, your obedient servant,

N. P. BANKS,
Major-General, Commanding.

Rear-Admiral D. G. FARRAGUT,
Flagship Monongahela, via Springfield Landing.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Banks, U. S. Army, responding to a request for continued bombardment by the mortars.

FLAGSHIP MONONGAHELA,
Below Port Hudson, June 11, 1863.

DEAR GENERAL: Your several dispatches were duly received yesterday, and all the shot and shell were sent down with all possible dispatch to Springfield Landing by the tug, and I then sent her down to Baton Rouge to telegraph to Commodore Morris to send me more IX-inch shells.

Your last dispatch, asking me to continue to bombard all night, arrived about 2:30 a. m. You must remember we have been bombarding this place five weeks, and we are now upon our last 500 shells, so that it will not be in my power to bombard more than three or four hours each night, at intervals of five minutes. I hope you will be able to take it before they give out, for, although I have sent north for more, I do not know when they will arrive. I am told that the enemy has nearly all his men concentrated at the upper or northern side of his defenses, calculating on the assault being made there. They say the deserters say there are very few in the lower defenses.

I was under the impression that our shelling only served two purposes—to break their rest and silence their guns, when they opened in our sight; the last he has ceased to do, and they have now become indifferent to the former. After the people have been harassed to a certain extent they become indifferent to danger, I think, but we will do all in our power to aid you.

It appears that the *Arizona* has gone to Natchez to look after Kirby Smith, and break up all boats and flats, and when she returns the sharpshooters will be sent forward to you; they are very few.

Very truly, yours,

D. G. FARRAGUT,
Rear-Admiral.

Major-General N. P. BANKS,
Commanding Department of the Gulf.

Report of Captain Walke, U. S. Navy, regarding contrabands.

U. S. GUNBOAT LAFAYETTE,
Off Mouth Red River, June 11, 1863.

SIR: Received on board this morning a large number of contrabands, which, of course, I could not refuse; not having the facilities for keeping or disposing of them, I send them to you. There are about 170.

Very respectfully, your obedient servant,

HENRY WALKER,
Captain, U. S. Navy.

Commodore J. S. PALMER,
Commanding Flagship Hartford.

Letter from Major-General Banks, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, requesting that a battery of guns be placed opposite Port Hudson.

HDQRS. DEPT. OF THE GULF, NINETEENTH ARMY CORPS,
Before Port Hudson, June 12, 1863.

MY DEAR SIR: Your dispatches were duly received. We will give you notice of our assault, as you wish, and desire your participation in the work. The suggestion as to the continuance of the fire of the fleet was made in consequence of a report from Colonel Benedict, that you understood that we requested a discontinuance of your fire. This was not so. Some suggestions may have been made as to ranges, but nothing more. We are ready for the assault to-morrow, but may postpone it till next day; we shall carry the works without fail when we attempt it.

There are some guns on the lower river front that are terribly destructive and as yet out of our reach. Will you not land two or three of your heavy Parrotts on the west side of the river, abreast your ship and out of range of the enemy's batteries, to dismount them? It can be done effectually and in a few hours. The levee affords protection that can soon be made perfect. I send an officer to confer with you and who will construct the works; we shall ask of you only the guns and men to man them.

Very truly, yours,

N. P. BANKS,
Major-General, Commanding.

Rear-Admiral D. G. FARRAGUT,
Commanding, etc.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Banks, U. S. Army, responding to request for a temporary battery opposite Port Hudson.

FLAGSHIP MONONGAHELA, *June 12, 1863.*

DEAR GENERAL: Your note of 8 a. m. to-day is received by Captain Baker, respecting the battery on the point opposite Port Hudson. I assure you, general, that no gun on the river front fires at the army; the X-inch gun has done so once or twice at night, perhaps, without our seeing it, but my orders are to open on it the moment it fires a

shot, and we silence it in five minutes. We lie in easy range of our Parrott guns and mortars, but we can see nothing of the guns to which you allude that annoy you in the rear; if we could, I would open immediately, but we can see nothing in that direction. We can send for the guns at New Orleans, and, if you wish, plant them and fire them; but if you think we can fire toward the rear, it is entirely different from all they have been saying to us. Your shells fall in the river, and it is certain that ours will go farther than yours. I fear it will be wrong, but I am ready for anything.

Yours, truly,

D. G. FARRAGUT.

General N. P. BANKS,

Commanding Department of the Gulf.

Letter from Major-General Banks, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, regarding the opening of attack.

HDQRS. DEPT. OF THE GULF, NINETEENTH ARMY CORPS,
Before Port Hudson, June 13, 1863—7:30 a. m.

ADMIRAL: I shall open a vigorous bombardment at exactly a quarter past 11 this morning, and continue it for exactly one hour.

I respectfully request that you will aid us by throwing as many shells as you can into the place during that hour, commencing and ceasing fire with us.

The bombardment will be immediately followed by a summons to surrender.

If that is [not] listened to, I shall probably attack to-morrow morning, but of this I will give you notice.

Very respectfully, your most obedient servant,

N. P. BANKS,

Major-General, Commanding.

Rear-Admiral D. G. FARRAGUT,

Commanding, etc., Flagship Monongahela.

Letter from Major-General Banks, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, regarding the opening of attack.

HEADQUARTERS DEPARTMENT OF THE GULF,
Before Port Hudson, June 13, 1863—9 p. m.

SIR: I have just sent you the following message by signals:

Please commence firing vigorously, with mortars only, at 11 p. m. and cease at exactly 2 a. m. Throw your shells as nearly as possible in the center of the work.

We shall attack Port Hudson at daybreak.

Very respectfully, your most obedient servant,

N. P. BANKS,

Major-General, Commanding.

Rear-Admiral D. G. FARRAGUT, U. S. Navy,

Commanding, etc., Flagship Monongahela.

Letter from Major-General Banks, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, stating that the enemy refused to surrender.

HDQRS. DEPT. OF THE GULF, NINETEENTH ARMY CORPS,
Before Port Hudson, June 13, 1863.

ADMIRAL: General Gardner answers that his duty requires him to defend the place, and, therefore, he declines to surrender.

Very respectfully, your obedient servant,

N. P. BANKS,
Major-General, Commanding.

Rear-Admiral D. G. FARRAGUT,
Flagship Monongahela.

[Signal.]

JUNE 13, 1863.

Please send an order to the company of sharpshooters from the *Arizona*, said to be ashore at Saint Francisville, to join their regiment at once.

BANKS,
General.

Admiral FARRAGUT.

[Signal.]

JUNE 13, 1863.

Commodore Palmer sent me word, and I sent it to you, that the sharpshooters of the *Arizona* had joined their regiment some time before the *Arizona* went up the river to Natchez, but will send over by the first opportunity.

FARRAGUT,
Admiral.

General BANKS.

[Signal.]

SPRINGFIELD LANDING, *June 13, 1863.*

Dispatches to General Grant delivered in person. Chief engineer asks, Can you give Captain Baker four 30-pounder Parrott guns, and what kind of carriages?

J. T. BARKER,
Captain and Engineer.

Admiral FARRAGUT.

[Signal.]

JUNE 13, 1863.

The admiral has no 30-pounder Parrott guns here. It is understood there is a large number belonging to the army at New Orleans in store.

T. A. JENKINS,
Captain and Chief of Staff.

Captain J. T. BARKER, *Engineer.*

[Signal.]

JUNE 13, 1863.

Please send as many shrapnel as you can spare for the IX-inch navy guns. General Gardner answers that his duty requires him to defend the place, and he declines to surrender.

BANKS.
General.

Admiral FARRAGUT.

[Signal.]

Ammunition for the naval battery just received, and will be sent this a. m. to Springfield Landing.

T. A. JENKINS,
Captain and Chief of Staff.

General BANKS.

[Signal.]

JUNE 14, 1863.

Getting very short of ammunition. Please send us as much Dahlgren ammunition as you can spare, to the extent of 800 rounds, chiefly shell and shrapnel. Can you spare any 20-pounder Parrott ammunition?

BANKS,
General.

Admiral FARRAGUT.

Letter from Major-General Banks, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, regarding the result of the attack.

HEADQUARTERS DEPARTMENT OF THE GULF,
Before Port Hudson, June 14, 1863.

ADMIRAL: As you will have readily perceived, the attack did not succeed, though the merest accident separated success from failure. We hold advanced positions and shall intrench them to-night.

The enemy made one or two attempts on the center and right to open with his artillery, but was almost instantly silenced. It required a little longer to silence some troublesome guns on the left, but it was done.

We shall hold the advanced positions we now have and throw up rifle pits to cover them to-night.

I believe our loss has not been heavy, except in officers, and the men are in tolerable good spirits.

I am still confident of the final result.

Very respectfully, your most obedient servant,
N. P. BANKS,
Major-General, Commanding.

Rear-Admiral D. G. FARRAGUT,
Commanding, etc., Flagship Monongahela.

Letter from Brigadier-General Stone, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, making enquiry regarding Simmesport.

HDQRS. DEPT. OF THE GULF, NINETEENTH ARMY CORPS,
Before Port Hudson, June 15, 1863.

ADMIRAL: Major-General Banks desires me to inform you that a negro has just arrived in camp, who reports that he left Simmesport on Tuesday last, and that Kirby Smith was then there with a considerable force.

The man says that he ran away that night and joined our gunboat at the mouth of Red River the following morning; that the commander of the gunboat (which he thinks was the *Lafayette*) took him on board and proceeded at once to Simmesport, shelled the rebels there, burned the town, and returned on Thursday morning to the mouth of the river.

Major-General Banks requests to know if the statement of the negro is confirmed by reports from the gunboats.

Very respectfully, I am, admiral, your most obedient servant,
CHAS. P. STONE,
Brigadier-General.

Rear-Admiral D. G. FARRAGUT,
Commanding Fleet, etc.

Letter from Rear-Admiral Farragut, U. S. Navy, to Brigadier-General Stone, U. S. Army, confirming reports regarding affairs at Simmesport.

FLAGSHIP MONONGAHELA,
Port Hudson, June 15, 1863.

DEAR GENERAL: Please inform General Banks that all of the negro's report, except Kirby Smith being there, is substantially true.

The gunboats went to Simmesport and drove them away, and burned or destroyed all the flats and boats there, but the water is now, or will soon be, so low that they can occupy the place with impunity to us.

Our boats have been compelled to come out of the Red River for want of water to pass the bar; but the enemy can not come down to the Mississippi River, and, if they do, they have no means of crossing it.

A negro came in, reporting that a large force was crossing the Red River and some bayou on cotton bales placed on a raft in a shallow part of the stream, and that Magruder was said to be at their head; but as my informant told me that Colonel Sage had been informed of it I did not send you word, as you were just then in your troubles. I took it for granted that Colonel Sage would know if there was any truth in the report before he sent you word.

I sincerely hope that your losses were not great yesterday, and that all may yet be well with us. I took 5 prisoners this morning, whom I send down to Springfield Landing. They say that Weitzel was driven back from all the ground that he had gained, and they report their killed, as reported, to be very few, but I can not believe it.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Brigadier-General CHARLES P. STONE.

Letter from Commodore Palmer, U. S. Navy, to Major-General Banks, U. S. Army, requesting a force to prevent the occupation of the point opposite Port Hudson.

U. S. S. HARTFORD,
Above Port Hudson, June 15, [1863]—11 a. m.

GENERAL: The officer in command of your troops on the point has just sent me word that the enemy from Grosse Tête are advancing in considerable force toward the point opposite Port Hudson, our cavalry scouts having last night [captured] 2 of their pickets. Colonel Sage informs me he will retire under the protection of the lower fleet. Can you spare a force sufficient to prevent their occupation of the point and to reinforce Colonel Sage?

Yours, respectfully,

J. S. PALMER,
Commodore.

General N. P. BANKS.

Letter from Commodore Palmer, U. S. Navy, to Major-General Banks, U. S. Army, regarding assistance offered to Colonel Sage, U. S. Army.

U. S. FLAGSHIP HARTFORD,
Above Port Hudson, June 16, 1863—4 p. m.

GENERAL: As far as I can learn from the two captured pickets of the enemy, whom Colonel Sage has sent me for safe-keeping, their force consists of between 400 and 500 men, all cavalry, badly armed; not a private among them having a saber, have been only three months in the service, and have never been even in a skirmish. They have two light pieces of artillery with them; all from Texas; commanded by Colonel [B. W.] Stone.

Yesterday afternoon Colonel Sage sent me word that the enemy were so near him that he should defend himself where he was, and asked me to render him assistance. I immediately placed two gunboats to command the levee and offered him 100 men and a fieldpiece to aid in his defense, but it seems he changed his plan, deeming it more prudent to change his position where he always could retire upon the lower fleet and be secure of his supplies. This information you probably have received before this. I have seen nothing of your staff officer which you mention in your note of yesterday having sent.

Communication can always be had with me from your headquarters in three and a half hours across Thompson's Creek, and the road is tolerably good. Owing to the falling of the waters, I can no longer signalize to the admiral across the point. Your shortest way of communicating with Fausse Point is through me.

The transports are all down here, being alarmed by the proximity of the guerrillas, which they say are hovering about Bayou Sara. If that is the case, the road between you and Bayou Sara is not safe. If you see no necessity of protection at Bayou Sara, I will withdraw the two gunboats I now have there.

I have no later news from Vicksburg. As soon as I have I will send you the information. I am afraid matters are not progressing there as favorably as we could wish, or we should have had good news before

this. The defenses of Port Hudson are, it seems, far more formidable than any of us have imagined. What are our present hopes of success?

Very respectfully, your obedient servant,

J. S. PALMER,
Commodore.

Major-General N. P. BANKS,
Commanding Nineteenth Army Corps, before Port Hudson.

P. S.—I have just learned that a fight has ensued between part of the crew of the gunboat *Arizona* and about 100 cavalry at Pointe Coupée. Her commander was imprudent enough to send his sailors on shore to engage them. He lost several men and had several taken prisoners.

Report of Rear-Admiral Farragut, U. S. Navy, referring to unsuccessful attack on Port Hudson.

FLAGSHIP MONONGAHELA, *June 15, 1863.*

SIR: Since my last communication we have had an assault on Port Hudson by the army, but in consequence of some accident it was not successful and we stand very much as we did before.

General Banks appears to think his position somewhat improved, but I do not understand how, except that he is a little nearer.

We are expending an enormous quantity of shot and shell, as the firing is kept up very constantly. I shall have to economize, as we are now reduced to our last 500 mortar shell, but I hope that the Chief of the Bureau of Ordnance will forward a supply as soon as possible.

In the navy battery we have four IX-inch guns; it is in charge of Lieutenant-Commander Terry, of the *Richmond*, and officered and manned from her. Acting Ensigns Swann and Shepard are assisting. I know nothing of the details of the fight of Sunday morning; there was a terrible cannonade for an hour or two, and I believe that there was also a charge made, which from some accidental cause was unsuccessful. As far as I have been able to ascertain the loss was not great. Our men are reported to be in good spirits.

We take a number of deserters every day, and they represent their food limited to three ears of corn per day and no means to grind it, with half a pound of fresh beef.

They have about 250 head of cattle; many of them are killed daily by the shot and shell of the contending parties. Their ammunition is also short, particularly shot and shell; but as they husband theirs more than we do, only firing when we assault them, and then use all the fragments of our shell they can collect and pieces of railroad iron, they are likely to hold out some time, as we are lavish in our expenditure; still I hope they will be compelled to surrender before they can get reinforcements, although they are said to have a strong force on the western side of the Mississippi; still we have the *Hartford* and four gunboats to keep them from crossing.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Signal.]

SPRINGFIELD LANDING, *June 15, 1863.*

Send me as many 5-second fuzes as you can possibly spare to Springfield Landing, care of General Arnold, chief of artillery.

E. TERRY.

Lieutenant SCHLEY.

[Signal.]

JUNE 15, 1863.

SIR: From information received, I think an attack will be soon made upon my forces by a large force of cavalry. If the enemy does not attack me to-day, I shall move my force to the lower fleet for the purpose of getting a safe position and near supplies.

C. H. SAGE,
Colonel, Commanding.

General BANKS.

SPRINGFIELD LANDING, *June 17, [1863].*

ADMIRAL FARRAGUT: Can you send me two surgeons, as wounded are coming in very fast and I am short-handed?

J. C. FISHER,
Medical Director.

JUNE 17.

I have but one surgeon.

FARRAGUT,
Admiral.

J. C. FISHER,
Medical Director.

Letter from Major-General Banks, U. S. Army, to Bear-Admiral Farragut, U. S. Navy, transmitting dispatches regarding destruction of vessels at Plaquemine.

HDQRS. DEPT. OF THE GULF, NINETEENTH ARMY CORPS,
Before Port Hudson, June 18, 1863.

The following are copies of dispatches received at these quarters at half past 12:

BATON ROUGE, *June 18, 1863.*

Captain McCarty, of the *Southerner*, reports the *Anglo-American*, *Sykes*, and two other small boats, burned at Plaquemine this morning. Planter reports that they have 2,000 infantry, 500 cavalry, and two fieldpieces, and intend marching on Donaldsonville. Some cavalry appeared in sight. Gunboat No. 2 has gone down.

C. W. DREW,
Colonel.

NEW ORLEANS, *June 18, 1863.*

I have this moment received the following, and suggest that gunboat be run down to Plaquemine immediately, to shell the rebels out:

"DONALDSONVILLE, 18th.

"GENERAL EMORY: We left New Orleans at 7 o'clock yesterday for Springfield Landing. At Plaquemine we found the steamers *Sykes* and *Anglo-American* on fire. Negroes report that all our men are either shot or taken prisoners. We are now at

Donaldsonville. Have on board 350 convalescent, mostly unarmed. What shall we do? Negroes report 500 to 1,000 rebels at Plaquemine.

"M. CLAPP,
Lieutenant, In Command."

The convalescents are on their way to join their regiments at headquarters. Will remain for the present at Donaldsonville.

W. H. EMORY,
Brigadier-General, Commanding.

You will please obtain all the information you can in respect to this matter and send down a gunboat if convenient.

Very respectfully, your obedient servant,

N. P. BANKS,
Major-General, Commanding.

Rear-Admiral D. G. FARRAGUT.

Order of Flag-Officer Farragut, U. S. Navy, to Captain Smith, U. S. Navy, commanding U. S. S. *Monongahela*

FLAGSHIP *MONONGAHELA*,
Port Hudson, June 18, 1863.

SIR: You will proceed with the steamer *Monongahela* under your command down to Plaquemine and Donaldsonville, and give support to our forces, and if possible shell the enemy out of those places.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Captain M. SMITH,
Commanding U. S. S. *Monongahela*.

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Alden, U. S. Navy, commanding U. S. S. *Richmond*, on the temporary withdrawal of the former to Donaldsonville.

FLAGSHIP *MONONGAHELA*,
Port Hudson, June 18, 1863.

SIR: I find it necessary to run down the river to Donaldsonville, having heard that the enemy have attacked Plaquemine in force and burned several of our army transports. You will therefore be again left as commanding officer below Port Hudson, the duties of which I feel assured you will attend to with your usual zeal.

The enemy within Port Hudson has reestablished his grist mill in the depot by means of a locomotive and I have directed Commander Caldwell to throw his shell at it when he fires, but to fire only as usual two or three hours at intervals of five minutes.

I have also directed the *Genesee* to throw a few shell, five or six, at it this afternoon.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Captain JAMES ALDEN,
Commanding U. S. S. *Richmond*, Below Port Hudson.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Banks, U. S. Army, transmitting reports regarding operations of the enemy against Donaldsonville.

FLAGSHIP MONONGAHELA,
Port Hudson, June 18, 1863.

GENERAL: I herewith send you two documents received from Commodore Palmer and Lieutenant-Commander Cooke. You will be able to give them a more correct value than I can, but I do not believe that Kirby Smith or Mouton are there.

The Texas prisoners I sent you yesterday said they had not heard of any general in this part of the country, and only knew Colonel Stone of their regiment.

I will send a vessel down to Donaldsonville, although I have very few. I had to send my last gunboat down to cruise off the mouth of the Mississippi for these pirates who are running off with our tugboats. I do believe, however, that all that affair was concocted in New Orleans, and by a scoundrel by the name of Duke, who was the captain of a vessel we captured running the blockade with cotton. We kept him as long as we could, for I thought he was a daring scamp, nor would I be surprised to find that the merchants interested were in the secret.

I was thinking of going down to New Orleans for a few days, and leaving Captain Alden, of the *Richmond*, in command here. I know he will do all that is required, and with a zeal and cheerfulness not to be surpassed. My affairs require looking after below; but a few days will make no matter. If you see any prospect of being able to do anything this week, I will put off my visit below.

They appear to be getting along well on the left in putting up batteries. If I can be of any service, let me know. I must look out for fresh supplies, mortar shell particularly. I expect they are on their way, but know nothing of them.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Major-General N. P. BANKS,
Commanding Department of the Gulf.

[Enclosure.]

U. S. S. HARTFORD,
Wednesday Evening, June 17, 1863.

ADMIRAL: I enclose you a letter just received from Lieutenant-Commander Cooke. There is no doubt that Kirby Smith is in this vicinity, and, from reliable source obtained from Bayou Sara to-day, I learn that it is his intention to join General Mouton and capture Donaldsonville, so as to intercept General Banks' supplies from New Orleans. The rebel cavalry, which have been hovering in this neighborhood all the morning, have suddenly disappeared and have taken the road to Grosse Tête.

There was a party of about 100 with two fieldpieces close by me this morning at Waterloo, and I learned that it was their intention to-night to fire upon the transports which were anchored just ahead of me. I accordingly have dropped them down under my lee, and my intention was to have shelled them as soon as it became dark, but, on sending a scout on shore late this afternoon to get more particularly their exact locality, I found they, too, had disappeared.

The enemy are evidently mustering in force for some purpose, whether to drive our friend, Colonel Sage, into the Mississippi, and then run supplies into Port Hudson, or go down to Donaldsonville, I am uncertain, but one of the two is evidently their object.

The two cavalymen belonging to Banks, who, with their horses, the *Bee* has brought down, I shall turn over to Colonel Sage as a reinforcement.

Respectfully, your obedient servant,

JAS. S. PALMER,
Commodore.

P. S.—I sent over to you this morning an Irishman who deserted from the rebels, and who cheerfully took the oath of allegiance, and the two Texas cavalry pickets captured by Colonel Sage, whom I paroled.

[Subenclosure.]

U. S. GUNBOAT ESTRELLA,
Above Morganza, June 17, 1863.

SIR: The *Estrella* and *Arizona* got underway this morning from Pointe Coupée and went to Morganza to communicate with the enemy in reference to the fate of Captain Upton's men.

They were all captured, 12 in number, and are now in the enemy's hands. We can obtain no reliable information. They say that General Kirby Smith is below Pointe Coupée; that General Mouton is also in this vicinity. Nothing said about the strength of their force. The *Arizona* and this vessel are both short of fuel, and are at present wooding above Morganza, on the opposite side.

I send down by the *Bee* two cavalymen who came down to the bank and reported that they were a portion of the rear guard of a foraging party sent out from Port Hudson yesterday, and were cut off by the enemy's cavalry. The *Bee* has been detained wooding.

Very respectfully, your obedient servant,

A. P. COOKE,
Lieutenant-Commander.

Commodore JAMES S. PALMER,
U. S. S. Hartford,

Letter from Captain Walke, U. S. Navy, commanding U. S. S. Lafayette, regarding the necessity for docking that vessel.

U. S. GUNBOAT LAFAYETTE,
Off Mouth of Red River, June 19, 1863.

SIR: I would most respectfully apply to you for assistance. I have not heard from Admiral Porter since June 1, 1863, or Vicksburg since the *Arizona* came down. I am short of provisions and medicines. Some 200 contrabands have come to me for protection, whom I was obliged to receive, but I have no means of transporting them to General Banks, and I can feed them but a few days longer. A more serious difficulty has made its appearance, however, in the construction of this vessel, by placing the firebed or ash pan so close to her keelson and floor timbers that they are burned through, or so charred through that she can not navigate the river with safety, and in the

opinion of a survey, [it is] indispensably necessary that she should be docked as soon as practicable. As the extent of the damage can not be fully ascertained without removing the firebed and ash pan, which I can not do while blockading the mouth of Red River with steam up, and having no boat to spare to send to Vicksburg for relief or instructions, therefore, would most respectfully request the services of one of your gunboats to go up the river, and a transport to take the countrabands down the river. I would also be much obliged to you for your advice in my present extremity, as to the possibility of having this vessel docked at New Orleans, the river being too low to attempt to go to St. Louis if Vicksburg was in our possession.

Should Port Hudson fall, or if you should go below, I think it would be most advisable to take this vessel to New Orleans, if there are any means of docking her there.

I send you this by a small boat, as our supply of coal is in a measure cut off, but am credibly informed that there is a quantity of wood at Bayou Tunica, 6 or 8 miles below this place, which a transport could get. We have 43 on the sick list.

Very respectfully, your obedient servant,

H. WALKER,
Captain, U. S. Navy.

Commodore JAMES S. PALMER,
Commanding Flagship Hartford.

Letter from Rear-Admiral Farragut, U. S. Navy, to Captain Alden, U. S. Navy, announcing the truth of the reported raid upon Plaquemine.

FLAGSHIP MONONGAHELA,
Donaldsonville, June 19, 1863.

DEAR CAPTAIN: I arrived at Plaquemine last evening about 8 o'clock. I found that the report of the raid upon that place was true, that about 100 of the Texas cavalry had come in and captured some of the provost pickets, lost some of their own men, burned the steamboat *Anglo-American* that was trying to get the *Sykes* off, she being stuck on the head of a pile in trying to get out of the Bayou Plaquemine, and also a little boat that ran down the bayou for cotton.

Weaver arrived about 10 o'clock and shelled them out of the town and got off the remnant of the pickets—say 15 men—and the provost-marshal.

I took on board two more of the men who had been secreted and came off in a canoe.

I read a lecture to the mayor, who assured us that they knew nothing of the raid, and that they were all strangers to them. I then came down to this place, where I found Weaver on hand and Watters; everything very safe, and very confident of their ability to hold it against a large force until they can receive assistance from the navy.

The moral effect of our force gathering about them so quickly was very good both against the enemy and in favor of the soldiers and ourselves.

I met the *Tennessee* on her way up with ammunition for you all—300 mortar shell and your gun carriage for the 100-pound Parrott. As soon as you get all out, send her down to me, so that I can arrange my mess. I am still unwell.

Mrs. Farragut writes me that the report from Washington direct is that Dahlgren is to relieve me and that I am to be allowed to retain full pay.

I hope to be back by the time you are ready to open upon Port Hudson with the new battery.

I found here the *Time and Tide*, with ammunition for the army, waiting for convoy, and so I sent her along under the wing of the *Winona* to see her past Plaquemine.

There is no doubt in my mind that these cavalry raids are to disturb Banks. They had no cannon, and it was reported they had 16 pieces.

I send the tug back with the letters, etc. If Port Hudson falls, let us know it.

Very truly, yours,

D. G. FARRAGUT,
Rear-Admiral.

Captain JAMES ALDEN,
Commanding Naval Forces below Port Hudson.

Letter from Brigadier-General Dwight, U. S. Army, to Captain Alden, U. S. Navy, urging the destruction of the depot at Port Hudson.

HDQRS. SECOND DIVISION, NINETEENTH ARMY CORPS,
Near Port Hudson, June 19, 1863.

MY DEAR SIR: Your communication concerning the boiler plates is received. I shall have to depend upon your workmen to cut them up. Will it not be better to keep them near your fleet that they may be properly cut there as soon as I can send dimensions?

Can you see the depot in Port Hudson? If so, can you bring [to bear] some guns to knock it to pieces? It is very important that this shall be done, for the rebels get some corn ground there and this morning they were able to issue two days' meal to the garrison from the grinding done there. I have no gun to bring to bear on it. I understand the depot is situated about 100 yards from the river, rather less than more, and at the end of the railroad, as is usual in such cases.

Very truly,

WILLIAM DWIGHT,
Brigadier-General, Commanding Division.

Captain ALDEN,
Commanding Naval Forces below Port Hudson.

P. S.—That horse is ready and will be sent whenever you will ride.

Letter from Commodore Palmer, U. S. Navy, to Acting Rear-Admiral Porter, U. S. Navy, regarding condition of affairs above Port Hudson.

U. S. S. HARTFORD,
Above Port Hudson, June 20, 1863.

MY DEAR PORTER: I wish you would be good enough to forward the enclosed for me. Walke has written me a most lugubrious letter, a repetition of which he will doubtless send you. Why he receives and entertains these contrabands who are eating him out of house and home, I can not conceive. I have written him that the law which he so venerates never contemplated his rendering his vessel inefficient, and I advised him to send the negroes who come to him down in their own

boats to me here, and I will send them over to the army; neither do I see the necessity of his keeping up his steam. I have had none up for the last two months excepting when immediately underway.

I have written him there are no means of docking his vessel at New Orleans.

Affairs are going on badly here, I imagine, for we are all kept in the dark; all we know is that Banks has been severely repulsed in two successive assaults, both of which I hear were badly managed, and lost (so Alden writes me) 4,000 men in killed and wounded. Banks, however, informs me he is most sanguine, and is now preparing for a more vigorous assault, the storming party all to be picked men and volunteers, but I fear it is doomed to the same fate as the others.

We have had nothing from Vicksburg for a long while, so we conclude it is not going on better with you.

I have sent a transport up to relieve Walke of his contrabands and refugees, and I have directed the *Arizona*, though I can ill spare her, as we are surrounded by the enemy's cavalry and guerrillas innumerable, to take up a dispatch for you; but Walke ought to have the *Switzerland* with him. We have neither coal nor provisions. Farragut has gone down to New Orleans, tired of waiting the fall of Port Hudson. Let me hear from you soon.

Yours, very truly,

J. S. PALMER.

Letter from Captain Alden, U. S. Navy, to Major-General Banks, U. S. Army, forwarding information from Rear-Admiral Farragut, regarding affairs at Donaldsonville and Plaquemine.

U. S. S. RICHMOND, June 20, 1863.

DEAR SIR: I have received a dispatch from the admiral, dated yesterday, at Donaldsonville. He says he found the report of the raid upon Plaquemine true; that about 100 Texas cavalry captured some of the provost pickets; lost some of their own men; burned the steamboat *Anglo-American* that was trying to get the *Sykes* off, she having stuck on a pile in trying to get out of the bayou; a little boat running on the bayou collecting cotton was also sunk. One of our gunboats arrived in time to shell them out of the town and save the remnant of the pickets—say 15 men—and the provost-marshal; two more men of the same guard having been secreted on shore, came off in a canoe to the *Monongahela*. The admiral adds that he found at Donaldsonville two of our gunboats and a feeling of security, with every confidence on the part of our people of their ability to hold the place against a large force until they can receive assistance from the navy. He thinks, too, that the moral effect of our forces gathering about there so quickly was very good both against the enemy and in favor of our soldiers.

He hopes to be back by the time you are ready to open upon Port Hudson with the new battery.

The admiral concludes by saying: "There is no doubt in my mind that these cavalry raids are to distract General Banks. They have no cannon, though it was reported they had 16 pieces."

With great respect, I am, truly, your obedient servant,

JAMES ALDEN,

Captain and Senior Naval Officer Present.

General BANKS,

Commanding Army in front of Port Hudson,

[Signal.]

JUNE 20.

Please open fire with your mortars only at 11 p. m., and cease firing at exactly 10 a. m. Throw your shell as nearly as possible in the center of the works.

BANKS,
General.

Admiral FARRAGUT.

[Signal.]

JUNE 20.

Commodore Palmer is about to send a gunboat to Vicksburg. Has the general any commands?

EATON.

General BANKS.

[Signal.]

JUNE 20.

The general only wishes you to send word to General Grant that he is confident of success.

RICH'D B. IRWIN,
Assistant Adjutant-General.

Commodore PALMER.

[Telegram.]

WASHINGTON, *June 25, 1863—3:40 p. m.*

(Received Cairo, 9 p. m.)

The Bureau desires you to send to Admiral Farragut, at Port Hudson, with all dispatch, if there is any possible way of doing so, all the XIII-inch mortar shell that can be spared from Admiral Porter's squadron. The demand is urgent, and you will use all means in your power to comply.

H. A. WISE,
Acting Chief Bureau.

Captain A. M. PENNOCK, U. S. Navy.

[Telegram.]

CAIRO, *June 25, 1863.*

I do not think shell would reach Admiral Farragut if sent from here. I presume he is below Port Hudson.

A. M. PENNOCK,
Fleet Captain and Commandant of Station.

H. A. WISE,
Assistant Ordnance Bureau, Washington, D. C.

Letter from Major-General Banks, U. S. Army, to Captain Alden, U. S. Navy, requesting cooperation in the renewal of attack upon Port Hudson.

HEADQUARTERS, DEPARTMENT OF THE GULF,
[June], 1863.

MY DEAR SIR: Our battery on the left is ready for action. The works on the right will be complete, unless unexpected opposition of the enemy occurs Friday night or Saturday morning. It is possible we may want to open fire on the left this afternoon, in which event, or whenever we open, we desire the cooperation of the fleet. Can not you move your mortar boats up within short range so as to fill the citadel with fire and enfilade its water front, the only line we can not command, with your heavy guns? We have twenty guns bearing upon these works and ought and will, I think, be able to demolish them. We are now in such direct communication with the fleet that the slightest error may be instantly corrected and the most perfect information conveyed to you as to the effect of your fire. We want all the guns brought to bear upon the citadel. Our existence depends upon driving the enemy from the works.

If you can not bring the mortars within short range, we should be glad to have two or three of them on land manned by your gunners, if possible.

I am sorry to convey to you bad news from Brashear City. The enemy surprised our garrison there and have complete possession. There is but little there that can serve them in war, except some heavy guns. If our plans succeed here, as we hope, their day will be short.

Very truly, yours, as ever,

N. P. BANKS,
Major-General, Commanding.

Captain ALDEN,
Commanding Richmond, etc.

Report of Rear-Admiral Farragut, U. S. Navy, urging promotion for the commanding officers of the mortar boats.

No. 107.]

NEW ORLEANS, June 26, 1863.

SIR: I would respectfully call the attention of the Department to the mortar boats attached to this squadron and now under charge of Commander C. H. B. Caldwell. I am most happy to say that they have been most ably commanded and managed. The commanders of each of these boats I shall urge upon the Department in the strongest manner I can to promote a step after their work is done at Port Hudson, for a more zealous and indefatigable set of men, officers and crews, I never saw, and with all their hardihood it is astonishing how little they have been injured, although the vessels are nearly used up; their desire is always to get ahead and mine to keep them back for fear of their being sunk or destroyed.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Signal.]

HEADQUARTERS DEPARTMENT OF THE GULF,

June 26, 1863—4: 45 p. m.

I would request that the mortar firing from the fleet be stopped, as the shells are bursting in rear of our battery. The rifle guns of the fleet are doing excellent service, and it is desirable that their fire should continue.

By command of

N. P. BANKS,

Major-General, Commanding.

Captain ALDEN, U. S. Navy,

Commanding Fleet.

Request of Major-General Banks, U. S. Army, to Captain Alden, U. S. Navy, regarding a discontinuance of the fire from the fleet.

HEADQUARTERS DEPARTMENT OF THE GULF,

June 26, 1863—6: 30 p. m.

SIR: I would request that the firing from the fleet should not be continued after 7:30 p. m. to-night, on account of the workmen in the trenches, who will carry on their work against the citadel of the enemy during the night.

N. P. BANKS,

Major-General, Commanding.

Captain ALDEN,

Commanding Fleet.

Letter from Commodore Palmer, U. S. Navy, to Captain Alden, U. S. Navy, regarding an inspection of Thompson's Creek.

HARTFORD, *June 26.*

MY DEAR ALDEN: I went down on the point yesterday afternoon and thoroughly inspected the mouth of Thompson's Creek and the rebel river front. There is no raft there, and from three deserters that came off to us this morning I learn there are no means of crossing but by swimming, as they did, under a heavy fire from the enemy's pickets.

The straps were laid aside for you long since. The black pepper has nothing to do with them. I intend returning that when we get our supplies.

In haste, yours,

PALMER.

P. S.—Much obliged for the correspondence. The Navy, of course, are expected to do everything. I can command Thompson's Creek with my guns.

Letter from Major-General Banks, U. S. Army, to Captain Alden, U. S. Navy, regarding the fire of the mortars.

HDQRS. DEPT. OF THE GULF, NINETEENTH ARMY CORPS,

June 26, 1863.

DEAR SIR: The effect of the guns to-day was excellent and leaves us in no doubt at all that the citadel can be destroyed. The premature

explosion of the shells endangered the lives of our men in the fort and in the trenches. This is greatly to be regretted, because the fire of the mortars is most destructive to the enemy if the projectiles are well directed. I hope some means may be devised to make their fire effective and safe. Our pickets are in possession of the mound below the citadel, and we hope to run our trenches to the enemy's rifle pits, and may perhaps assault the citadel itself. The fire will be sharp and constant to-night. Our men are greatly encouraged by this day's work. We shall continue the fire to-morrow at daybreak. The suggestion in your note of this morning is excellent, but we scarcely have the troops to carry it into execution. With a sufficient number of thoroughly trained, thoroughly disciplined soldiers enlisted for the war, and desirous to bring it to an end, this would have been the surest and wisest policy. It ought to have succeeded on the 27th. I send you copy of the dispatches containing the news brought by the steamer that left New York on the 20th instant. It is, as you will see, of great interest.

I have the honor to be, with much respect, your most obedient servant,

N. P. BANKS,
Major-General, Commanding.

Captain ALDEN,
U. S. S. Richmond, Commanding, etc.

Letter from Captain Alden, U. S. Navy, to Major-General Banks, U. S. Army, regarding the fire of the mortars.

U. S. S. RICHMOND, *June 27—3:30 a. m.*

DEAR SIR: Your two letters of to-night are received. I am glad to hear of the good results of our firing last evening, but regret to learn that our mortar shells were not more effective. I have directed Commander Caldwell to enquire into the cause of their ineffective fire and to remedy it if possible.

The news from the North is interesting. I hope that Lee's army will now be annihilated and an end put to this war.

We will be ready to open at daylight.

I am, truly, yours,

JAMES ALDEN,
Captain.

General BANKS,
Commanding, etc.

Report of Captain Alden, U. S. Navy, regarding the opening of the bombardment.

U. S. S. RICHMOND,
Below Port Hudson, June 27, 1863.

ADMIRAL: Yours of the 25th instant is received. I have now respectfully to inform you that the bombardment opened yesterday from the army and the ships. At the general's request our fire was directed at that old work, the citadel, which the ships and mortar vessels have silenced and knocked down so often. It was rebuilt and

made much stronger, however, while our people were building their twenty-gun battery in that close proximity. It is now one heap of dirt.

At about 3 o'clock, the army having opened fire, we commenced in the vessels with our rifle guns. At 3:15 I got underway in the *Richmond*, and when within 1,700 yards turned her head to port across the river and gave the citadel a broadside; making a circuit, we came back and gave it another. As we were about to give it the third I received a dispatch from General Banks requesting me to stop firing from the mortars, as the shells burst near some of his men; that our heavy rifles were doing good service and it was desirable that they should continue.

Thinking that some of our broadside guns might also do injury to our troops by the inaccuracy of aim consequent to our being entirely enveloped in smoke by the discharge of only two or three of them, I decided to drop back again and finish the day with the rifles, having in the meantime directed the mortar vessels to cease firing. The *Genesee's* firing was as fine as usual. The *Essex* stood up manfully and did her work handsomely. She was the only vessel hit, and, strange to say, although the enemy's fire was for the most part of the engagement—which lasted some four hours—concentrated upon her, was struck only three times, but one of those was near proving fatal to her. The shot passed through her starboard smokepipe, down through the deck, through the coal bunker, grazing the starboard boiler, down through the machinery and steam pipes, over the galley, and through the wheelhouse into the water. At the request of General Banks we ceased firing at 7:30 p. m.

They all seem to be very much pleased with the operation of the naval battery on shore, which you authorized me to officer and man from this ship, with the addition of an officer and gun's crew from the *Essex*. It had done, as you know, splendid service under the command of our gallant executive officer, Lieutenant-Commander Terry, before you were called away, and is still, I am happy to say, earning new laurels; but I am pained to add that at the gun under charge of Ensign Swann, of this ship, serving in the new "twenty-gun battery," the captain, John Williams, was killed by a Minié ball, and 3 men slightly wounded. The latter were disabled but for a short time and returned to their duty before the action was over. The names of these three meritorious men have not yet been handed me. I shall present them to your notice at the earliest practicable moment.

In conclusion, I must beg leave to say that in all this, so far as results are concerned, I can claim for the vessels under my command scarcely anything, for, as you will know from your own personal efforts at the previous bombardments of the place how difficult it is when the two opposing forces on the land are so near each other, say, from 100 to 300 yards, for ships to act to any advantage without injury to their friends.

With great respect, I am, your obedient servant,

JAMES ALDEN,

Captain and Senior Officer Present.

Admiral D. G. FARRAGUT,

Commanding West Gulf Blockading Squadron.

[Signal.]

JUNE 28.

About 6,000 contrabands here. Please send a steamer for them. Have ceased firing on account of troops being in direct line of fire.

JAMES ALDEN,
Captain.

General BANKS.

Letter from Major-General Banks, U. S. Army, to Captain Alden, U. S. Navy, requesting cooperation to prevent the escape of the commanding general.

HDQRS. DEPT. OF THE GULF, NINETEENTH ARMY CORPS,
Before Port Hudson, June 29, 1863.

SIR: I have the honor to inform you that the deserters are positive that upon the fall of Port Hudson, or whenever its surrender is decided on, General Gardner will endeavor to escape in a boat which they say he keeps under the bank for the purpose.

Will you please have a good lookout kept to frustrate such an attempt, especially at night.

Very respectfully, your most obedient servant,

N. P. BANKS,
Major-General, Commanding.
By RICHARD B. IRWIN,
Assistant Adjutant-General.

Captain JAMES ALDEN, U. S. Navy,
Commanding, etc., Richmond.

Report of Commander Caldwell, U. S. Navy, commanding U. S. S. *Essex*, regarding the operations of the Mortar Flotilla.

U. S. IRONCLAD *ESSEX*, *July 1, 1863.*

SIR: On leaving the command of the *Essex* and Mortar Flotilla, I have respectfully to report in general terms their proceedings since the regular investment of Port Hudson, commencing May 23. Previously to this date the vessels bombarded regularly every night for one hour, varying the hour each night. At the conclusion of our bombardment on the night of May 9 the enemy opened upon us from the outer field works facing the river with four 20 and three 30 pounder Parrotts, and one 5-inch rifled gun and several rifled fieldpieces. The day before I directed the vessels to get the range of these works, and the moment they opened on us we answered with reduced charges, throwing the shells with admirable precision in and about the works. The *Essex* opened upon the outer battery, where the 5-inch rifle was placed. We soon silenced all the batteries and drove the enemy from the works with their guns; they never molested us again from this position. We killed 2 and wounded several men and killed a number of mules belonging to the guns.

The instantaneous change of the fire of the mortars with 20-pound charges, throwing the shell well up into the main work, to 7 and 9 pound charges, throwing them into the field works close at hand, excited the astonishment and admiration of the enemy, which their officers very frankly admitted in conversation with ours.

From the 23d of May to the 26th of June there followed a constant succession of bombardments and artillery fights between the *Essex* and mortar vessels on one side and the rebel batteries on the other. During these engagements we silenced and drove from the lower work, or the citadel of the enemy, their men and guns three times. We have fired from this vessel 738 shells and from the mortar vessels an aggregate of 2,800 XIII-inch shells. The *Essex* has been exposed during all this time to the fire of two X-inch columbiads, two 8-inch columbiads, and two rifle guns, one 6-inch and the other 5-inch. I do not think it an exaggeration to say that in all 1,000 shot and shell from these guns have been thrown at her, of which 23 have taken effect upon her hull and several others have torn her awnings and windsails. Of the 23, one shell has exploded in her, throwing pieces of shell around the steerage and pilot house; three have passed almost through the strongest part of the vessel forward, cutting entirely through the iron and the greater part of the woodwork and crushing in the inner lining of oak; three have raked her deck, cutting out several plank, and one has passed down through the vessel; the latter, a 10-inch solid shot, striking the deck at an angle of 30 degrees from the perpendicular, passing through the starboard smokestack, through the deck, a pile of boards, a coal bunker placed over and for the protection of the steam drum and boilers, grazed the boiler, passed through a boiler-plate iron bulkhead, struck an oak timber and glanced aft, passing a few inches over the steam pipe, a few inches under the escape pipe, carrying away a small dripping pipe, through the machinery and over the galley into the wheelhouse, and disappeared.

The effect of Parrott shell striking the plates forcibly is to explode, indenting the plates like the inside of an ordinary breakfast saucer. All solid shot or rifle bolts go through the plates and bury in the wood; all shot or shell striking at an angle have in every instance glanced off, one only cutting through the plate and crushing the woodwork; even this glanced off and buried itself in the river bank. I am happy to state we have lost no men and have had but 6 wounded, and those slightly.

In addition to the regular service of the vessel, 17 of our men, under command of Ensign Shepard, have assisted in manning the naval battery of four IX-inch guns mounted near the trenches and cooperating with the batteries of our army.

During the whole of the bombardment the little mortar vessels have maintained their position just astern of the *Essex*, exposed to many of the shot that have escaped this vessel, besides others directed exclusively at them. The *Sarah Bruen* has been struck thirteen times in hull, spars, and rigging, and nearly all the others from one to three times; they have stood their ground without flinching or showing the least disposition to drop to a more sheltered position. I take great pleasure in stating I have found their commanders a most respectable, reliable, sober, and intelligent set of men. The commander of the *Orvetta* is only an ensign. I trust he may receive the appointment of master, the same appointment as held by all the others.

In conclusion, I have to report the new 100-pounder Parrott gun you sent to this vessel as the most extraordinary gun for range and accuracy I have ever seen. The short distance between this vessel and the citadel has enabled us to strike it fairly nearly every shot, and bury the shell deep into the embankment, and at every explosion rending deep

fissures in its side. The effect of the shell has elicited great praise of its powers from the army officers serving in our battery near the citadel.

Very respectfully, your obedient servant,

C. H. B. CALDWELL,
Commander, U. S. Navy, Commanding.

Admiral D. G. FARRAGUT, U. S. Navy,
Commander in Chief West Gulf Blockading Squadron.

[Endorsement.]

Forwarded with great pleasure, and would not only recommend the promotion of the ensign, Mr. [Enos O.] Adams, but that they may all be raised to acting volunteer lieutenants, for I most fully concur in all that Commander Caldwell has said of the heroism, endurance, and obstinate determination to hold their ground until compelled by the commander to fall back out of range.

D. G. FARRAGUT,
Rear-Admiral.

JULY 3, 1863.

Letter from Major-General Banks, U. S. Army, to Captain Alden, U. S. Navy, regarding preparations to move on the citadel.

HEADQUARTERS, ETC., IN THE FIELD, *July 1, 1863.*

CAPTAIN: I have your note of to-day and desire to send a letter by you to-morrow. We dismounted one of the enemy's 12-pound guns on the right, and it is reported that the IX-inch gun was disabled by the fire from the fleet or the battery opposite. Our works are so far progressed on the left that we can take the citadel at any moment, but are not quite prepared to move on the right.

I will send a note by you in the morning.

I have the honor to be, with much respect, your obedient servant,

N. P. BANKS,
Major-General, Commanding.

Captain ALDEN,
Commanding, etc.

Letter from Commodore Palmer, U. S. Navy, to Captain Walke, U. S. Navy, advising a search for the U. S. S. *Arizona*.

U. S. FLAGSHIP HARTFORD, *July 1, 1863.*

SIR: I think, upon reflection, it will be the best for you to go up in search of the *Arizona*, taking the *Estrella* with you, for I can not spare two gunboats and am afraid to trust one of these inefficient vessels up the river alone. I suppose you do not think it necessary that two vessels should be on the blockade at Red River. The gunboats, I learn, are all above the falls, and I do not see any object that any steamer would have to come out. The *Estrella*, like yourself, is short of fuel and provisions, but the *Arizona* must be looked after. I have directed Lieutenant-Commander Cooke to report to you for instructions; therefore, the sooner you get off the better. General Banks has reported to me for the last fortnight that Port Hudson would fall in a day or two, but now I find no conclusions. The garrison is said to

be living on mule meat, and of that they have not more than a week's store, so that I suppose that in the course of time they will have to surrender. Vicksburg does not seem, either, to be in a more hopeful state. There is no news of especial interest from home, except the rebels' invasion into Maryland and Pennsylvania; there are dates at New Orleans to the 20th. I send you the latest New York and New Orleans papers that I have.

The enemy has succeeded in capturing the fort at Berwick Bay, with its garrison, by the officer allowing himself to be surprised, but they were driven back with great loss in their attempt to take the fort at Donaldsonville. They are hovering about this neighborhood in considerable force, which makes me think they will attempt to capture our troops on the point opposite Port Hudson. I therefore have need of all the gunboats.

Your paymaster went down to New Orleans after provisions yesterday. I will send them up to you as soon as they arrive, so that upon your return to Red River you will find provisions sufficient.

Respectfully, etc.,

J. S. PALMER,
Commodore.

Captain HENRY WALKE,
Commanding Blockade at Red River.

Order of Rear-Admiral Farragut, U. S. Navy, to commanding officers regarding the observance of Independence Day.

FLAGSHIP TENNESSEE,
Port Hudson, July 3, 1863.

SIR: To-morrow being the anniversary of our independence, the ships will display an American ensign at each masthead and fire a national salute at 12 o'clock m., following the movements of the flagship.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

COMMANDING OFFICER U. S. S. RICHMOND.
Acting Volunteer Lieutenant GEORGE WIGGIN,
Commanding U. S. Flag Steamer Tennessee.
Commander WM. H. MACOMB,
Commanding U. S. S. Genessee.
Commander ROBERT TOWNSEND,
Commanding U. S. Ironclad Essex.

Report of Captain Walke, U. S. Navy, regarding a shortage of provisions and a search for the Arizona.

U. S. GUNBOAT LAFAYETTE,
Mississippi River, July 4, 1863.

SIR: Being short of provisions, I sent our paymaster to Commodore Palmer for some to last a few days, with an injunction not to go to New Orleans. I received a letter from Commodore Palmer by the

Estrella on the 1st ultimo [instant], a copy of which I herewith enclose. I left the *Pittsburg* and *Sachem* to blockade the mouth of Red River. I have sent about 1,000 contrabands to General Banks. Early on the 2d I got underway with this vessel and the *Estrella* and proceeded up the Mississippi in search of the *Arizona*. On the way up we picked up some 20 contrabands and broke up all the small boats we could get, without too great an expenditure of our fuel, which was not sufficient to carry us to Vicksburg. We, however, made out with difficulty [with] a supply of fence rails to keep both steamers running until about noon yesterday, when I received your communications; but being informed by Lieutenant Commanding Upton that he has on board the *Arizona* an officer of the Army with important dispatches to General Banks and that our provisions were in the hold under the cargo and could not be got out without much delay, so that I could with difficulty get but a few barrels of bread and lard oil. The first intimation I had of our stores on board was by an invoice of them which had been given to our paymaster's clerk, who gave it to our executive officer, and made known to me several hours after parting company with the *Arizona* and *Estrella*, without delivering such stores to my officers as were necessary for immediate use.

Being more than halfway to Vicksburg, and having left a sufficient force to blockade the mouth of Red River, I deemed it best under all the circumstances to come up here for further instructions from you. I spoke the *Louisville* and brought some 39 contrabands from Grand Gulf, also a prisoner from the army with accompanying papers. We have on board 60 contrabands.

Very respectfully, your obedient servant,

H. WATKINS,
Captain, U. S. Navy.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Report of Brigadier-General Emory, U. S. Army, requesting reinforcements at New Orleans.

HEADQUARTERS DEFENSES OF NEW ORLEANS,
New Orleans, July 4, 1863.

GENERAL: The paroled prisoners have come in, and my information is as nearly positive as human testimony can make it that the enemy are 13,000 strong, and they are fortifying the whole country as they march from Brashear to this place, and are steadily advancing.

I respectfully suggest that, unless Port Hudson be already taken, you can only save this city by sending me reinforcements immediately and at any cost.

It is a choice between Port Hudson and New Orleans.

The attempt to raise troops here is futile. There are at least 10,000 fighting men in this city, citizens, and I do not doubt from what I see that these men will, at the first approach of the enemy within view of this city, be against us to a man.

I have the honor to be, very respectfully, your obedient servant,

W. H. EMORY,
Brigadier-General, Commanding.

Major-General BANKS,
Commanding Nineteenth Army Corps.

Letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Morris, U. S. Navy, commanding at New Orleans, regarding affairs at Port Hudson.

FLAGSHIP TENNESSEE,
Below Port Hudson, July 4, 1863.

COMMODORE: We are greatly in want of 100-pound Parrott shell. Please send them up the moment any arrive. I see no way of estimating the time it will take to reduce this place. They say they are eating their mules, but God knows if it is true. The deserters also say that they have only 2,500 men fit for duty. Our men are apparently on the top of the works. Why they do not go in I can not tell. Our vessels can do no good, as they can not fire for fear of injuring our troops. I know nothing of the news below, but presume by the *Monongahela* not making her appearance here that they have employment with the Texans at and below Donaldsonville; but keep a good lookout upon them. I have not yet seen General Banks. He sent an escort for me, but I was too unwell and had too much to attend to in getting off Caldwell, and out, etc., but will go up, I think, to-morrow, if he sends a horse for me. I hope you celebrated the day by dressing the ships and firing a national salute.

Very truly, yours,

D. G. FARRAGUT,
Rear-Admiral.

Commodore H. W. MORRIS,
Commanding at New Orleans.

I hope the *Antona* is off, or will be on Monday, and the *New London* the next day.

Respectfully,

D. G. F.

Letter from Rear-Admiral Farragut, U. S. Navy, to Brigadier-General Emory, U. S. Army, responding to a letter regarding the operations of the enemy.

FLAG-STEAMER TENNESSEE,
Port Hudson, July 5, 1863.

DEAR GENERAL: Your note is duly received. I understand the play of the rebels and think we can foil them. I have ample force on the river to keep them in check. They are on the west bank from Donaldsonville down about 12 or 15 miles and a picket of 200 or 300 going down as low as Bonnet Carré.

Watters shelled them the other night as I came up. I have two boats at Donaldsonville and one below to convoy the transports.

The quartermaster-general ought to be very particular in the captains of the steamers, as a rebel will run in and surrender his boat if he has half a chance.

The soldiers on the *Iberville*, I am told, behaved shamefully. I had a long letter from Porter to-day by our gunboat *Arizona*. He says it is reported that Vicksburg will surrender to-day. They say they had pride in not surrendering until after the 4th of July.

I shall go to see General Banks to-morrow. You have plenty of force at New Orleans—two sloops of war and three or four other vessels there whose guns are as good as ever, and even if their steam is not available they can shell the city.

It is more important to have the gunboats to watch the rebels on the river.

Porter writes me that they are playing the same game with them—trying to cut off supplies. They are 12,000 strong up there.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Brigadier-General EMORY,
Commanding U. S. Army, New Orleans.

Letter from Rear-Admiral Farragut, U. S. Navy, to Captain Jenkins, U. S. Navy, announcing the surrender of Vicksburg.

FLAG-STEAMER TENNESSEE,
Below Port Hudson, July 6, 1863.

DEAR CAPTAIN: Can't you keep those good people still below and send me back the *Ida*? I have nothing even to send down the delightful news that Vicksburg is taken. It surrendered at 10 a. m. on the 4th.

I was up at Banks' headquarters yesterday and he thinks they will be ready in a day or two to take Port Hudson. They are making good progress. But between Emory and Woolsey they keep us in a constant stew about these Texans, and all the evidence taken from the negroes says that they say they are to harm us as much as possible for three months, and that they must get their provisions and munitions of war from us by capturing the transports going up the river, and I have the boats so arranged that they can not do it. I have one below and one above and one at Donaldsonville, and Read in charge of the whole, and I feel assured that they will all do their duty, and if they do they can not take Donaldsonville or get across the river, which I do not believe they wish to do. Still I will look to it particularly and have ordered all boats to be destroyed up and down the river to Vicksburg and Porter does beyond. I have also ordered the lumber yard burned at Natchez. I was pained to hear of the murder of Major [Joseph D.] Bullen by one of his men. I think this place will soon fall now.

Yours, truly,

D. G. FARRAGUT,
Rear-Admiral.

Captain T. A. JENKINS,
Fleet Captain.

Letter from Commodore Palmer, U. S. Navy, to Acting Rear-Admiral Porter, U. S. Navy, regarding general matters.

U. S. FLAGSHIP HARTFORD,
Above Port Hudson, July 6, 1863.

MY DEAR PORTER: I am much obliged to you for your very interesting letter, also for the chronicles, and the list of your squadron; moreover, I take this occasion to congratulate you upon the fall of Vicksburg, which I think you said took place, or rather was to take place yesterday, the 5th instant. I could have given you a similar hope nearly a month ago in regard to this place had I trusted Banks' assurances, but now I ask no questions, and have lost all hope.

I am sorry to hear that the Vicksburgians are living on mule meat; the same story is current about the people here; if it be true, that diet assimilates them wonderfully to the animal that is said to sustain them, for to my mind they have become more stubborn and obstinate than ever.

I have become very anxious about the detention of the *Arizona*, which I had spared to go up with a history of Walke's lamentations, with orders to return to me at once, getting, if possible, enough coal to bring him down. He had been gone so long that I took for granted he had been captured or sunk by some rebel battery, so I was compelled to ask Walke to let a gunboat take his place and accompany the *Estrella* up in search, but they met her near Natchez coming down, and it seems that Walke was anxious to present his grievances in person and consequently continued up, sending a request to me to allow the *Sachem* to remain at Red River until she could be relieved by the *Switzerland*, which he said would not be over two days.

The *Arizona's* story to me is that he was detained some days in getting 28 tons of coal, and afterwards was ordered by you to take provisions down to Grand Gulf and Red River. I am inclined to think he is fond of loitering by the way.

What is Grant sending down bearer of dispatches to Banks about? Has he not got transports enough to send on these absurd errands; or does he think the gunboats have not enough to do to be running up and down this river carrying messages, and they without coal and are obliged to pick up wood by the way wherever they can get it?

I shall be obliged to send this man back, I suppose, though I am sadly in want of all the gunboats I have.

The guerrillas and a body of Texans are constantly hovering about us, and I expect nothing else than that they will capture this small force on the point that we have to keep open the communications between us and the lower fleet.

Farragut has come up from New Orleans, where he left Emory in charge of the city in a dreadful funk lest the city should be captured by a Texan army which has joined Taylor's and Mouton's forces and who have already taken Brashear City and now occupy the railroad, and are threatening New Orleans. Donaldsonville has been attacked, but the garrison and the gunboats drove them back with great slaughter. Banks' transports are daily attacked by artillery and musketry from the levees and are now obliged to be convoyed.

You mention in your letter that you have sent me down a month's provisions, but the *Arizona's* captain tells me he was directed to give all the provisions to the *Louisville* and *Pittsburg*. I am expecting daily the *Lafayette's* paymaster with provisions for his vessel from New Orleans, but now I suppose you will have enough and to spare for your vessels at Red River, so I may take some for my gunboats, though I am expecting a month's provisions for this ship, for there is no knowing how long we may be detained here.

I have directed the *Arizona* to get a little coal and return at once, but if that coal barge is ready, to tow it down to us by all manner of means.

Alden has gone home on two months' leave; cause, illness of his wife; very sad for the poor fellow.

The Government has had the grace not to perpetrate such an outrage as to send Dahlgren here. I suppose if poor Foote dies or is too

ill to relieve Du Pont, he will be sent there, but should he come here, I shall make every effort to leave at once.

Smith has gone home and Abner Read has the *Monongahela*. Farragut has got his flag on board the *Tennessee* (a fast transport).

Be good enough to forward the enclosed letters for me, and believe me to be, ever truly, your friend,

JAS. S. PALMER.

P. S.—Jenkins was left ill with fever at New Orleans. I look for the *General Price* to-morrow with the news of the capture of Vicksburg.

Letter from Commodore Palmer, U. S. Navy, to Acting Rear-Admiral Porter, U. S. Navy regarding general matters.

HARTFORD,

Above Port Hudson, July 7, 1863.

DEAR PORTER: I little thought when I wrote you yesterday that your prophecy was to prove true.

The *Price* reached Pointe Coupée at 8 yesterday evening, where she grounded, but I sent transports up and got her off, and by 7 this morning she was here, but her coal barge had sunk in a squall where she had got aground, but I have got her down at last. I shall detain her a few hours to take back this confounded aid of General Grant's, who has been loitering at Banks' headquarters for nearly two days. I have signalized her for him. I sent over to Banks and Farragut at dawn this morning the glorious news. I am very afraid that Johnston will get into Banks' rear before Grant comes up with them; if so, it is all up with these people here. I have been expecting this aid every hour for the last thirty-six. I can not imagine what detains him. Perhaps they are keeping him to announce the fall of Port Hudson. I was very sorry to learn of poor Foote's death. I see Dahlgren is to relieve Du Pont. This I think a great shame, when so many deserving officers have been through this war—and he making friends at Washington. I scarcely know him, so am not prejudiced. I only look at the principle. I enclose this in the letter I wrote you yesterday, which I may as well send.

I have just had a message from Banks, begging me to detain the *Price* until he can send his dispatches, which I suppose will be in the course of an hour.

It is reported that the rebel ram and gunboat *Webb* is below the falls of Alexandria; if so, she could run right over the *Pittsburg* and *Sachem*, though it is not likely she would venture down, though they have several transports in the Atchafalaya.

I hope you will send something to relieve [the] *Sachem* at once. She is good for nothing as a defense, and I do not think [the] *Switzerland* much better.

I send off the *Price* the moment I get General B.'s dispatches. As to the aid, if he does not make his appearance he may find his own way of getting up.

Ever truly, your friend,

J. S. PALMER.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Banks, U. S. Army, referring to the surrender of Port Hudson.

FLAGSHIP TENNESSEE,
Before Port Hudson, July 7, 1863.

GENERAL: I was aroused this morning by 4 a. m. with a dispatch which I sent you. The letter of Colonel Holabird was dated June 30, but I will go down to look after this blockade of the river below. I have four gunboats between Plaquemine and College Point. But I desired to stay here to suggest going up with a flag of truce to-morrow to demand the surrender of Port Hudson. They will, no doubt, surrender to the navy more willingly than the army on account of the negro question, and I thought if it would save the effusion of blood it would be well to try it. I will go down this evening and be up to-morrow if all is right below.

Very truly, yours,

D. G. FARRAGUT,
Rear-Admiral.

Major-General N. P. BANKS,
Commanding.

[Signal.]

JULY 7, 1863.

The *Hebe* will be at *Essex's* berth at sunset. Admiral gone down the river. I follow at once on *Saint Mary's*.

C. EMERSON,
Acting Assistant Adjutant-General.

Colonel IRWIN.

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Jenkins, U. S. Navy, to aid in the reduction of Port Hudson.

FLAG-STEAMER TENNESSEE,
Donaldsonville, July 8, 1863.

SIR: You will proceed up to the *Richmond*, and on your arrival you will assume the command of that ship.

Direct Lieutenant-Commander Terry to turn over to you all unexecuted orders left by Captain Alden. You will also assume the command of the United States naval forces lying there and continue the blockade of Port Hudson and aid the army under General Banks by all the means in your power in the reduction of that place.

I am, very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Captain THORNTON A. JENKINS,
Commanding U. S. Naval Forces, Below Port Hudson,

Report of Rear-Admiral Farragut, U. S. Navy, transmitting testimonials presented to Lieutenant-Commander Terry and Ensigns Shepard and Swann, U. S. Navy, for efficient service at naval battery.

HASTINGS ON HUDSON, *September 5, 1863.*

SIR: I have the honor herewith to enclose the report of Lieutenant-Commander Terry and the testimonials given that officer and Ensigns

Shepard and Swann for their energy, zeal, and skill displayed at the naval battery at the siege of Port Hudson by the army and navy, which I hope will be placed upon record for their future benefit.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. S. RICHMOND,
New Orleans, July 30, 1863.

ADMIRAL: I transmit herewith the report of Lieutenant-Commander Terry and two other letters from the officer of the army charged with the artillery employed in reduction of Port Hudson.

Lieutenant-Commander Terry and the officers and men under his command at the naval batteries before Port Hudson received from the army the highest commendations, and it affords me great pleasure to place in your hands a detailed report setting forth the important services rendered on shore by the navy during the siege of that stronghold of the enemy.

I am, very respectfully,

THORNTON A. JENKINS,
Captain.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

[Subenclosures.]

U. S. S. RICHMOND,
Below Port Hudson, July 10, 1863.

SIR: I have the honor to submit the following report of the operation of the naval battery under my command, in position before Port Hudson:

On the 30th May, in obedience to an order from the admiral, I proceeded on shore to report to General Banks as the commanding officer of the battery of IX-inch guns. The latter referred me to Brigadier-General Arnold, chief of artillery, from whom I learned that the guns were at Springfield Landing. After several days' delay, owing to want of transportation, they were brought to a position near the battery. On June 4, Acting Ensign R. P. Swann, Master's Mates Cox and Bourne, and three guns' crews (51 men) from the *Richmond*, and Ensign E. M. Shepard, with one guns' crew of 17 men from the *Essex*, landed and encamped one-half mile in rear of the battery. June 5 shifted camp to ravine 500 yards in the rear of battery. From that date until June 9 engaged in slinging, transporting, and mounting guns and stowing magazine. Considerable delay on account of platforms not being finished. June 9, 11 a. m., unmasked the battery, which was 748 yards from the enemy's works, and opened fire upon the latter. Sharp musketry fire in reply from the enemy. Continued firing all day at intervals of 2½ minutes, and all night at intervals of five minutes. June 10, firing all day; dismounted one of the enemy's guns. Enemy's sharpshooters somewhat troublesome. On the 12th instant set fire to some of the

buildings within their lines, firing slowly all night and rapidly at daylight. On the 13th firing all night at intervals of ten minutes. At 11 a. m. artillery opened all along their lines, firing rapidly for one hour. At meridian General Grover demanded the surrender of the place; a refusal was the reply. At 5 p. m. dismounted a light gun. On the 14th instant, at 2 a. m., opened a heavy artillery fire all along the line, after which an unsuccessful attack was made by the infantry; disabled a light gun. On the 15th and 16th firing slowly; 17th no firing; flag of truce. On the 18th firing briskly all day; removed one gun to a battery on the left; sent Mr. Swann to take charge of it, Mr. Bourne accompanying him. Occasional gun fired from the battery on the right, but no rapid or continued firing subsequent to this date. On the 25th the battery on the left opened fire on the enemy's works. About 3:30 p. m. John Williams, 3d, seaman, was mortally wounded and John McNelley and William Kelcher slightly. On the 27th another IX-inch gun was removed from the right battery to the left. At 5 p. m. William Kelcher, stationed in the left battery, was severely wounded. On the 28th, at 10 a. m., the battery on the left opened fire; the rebels replied with two heavy guns; 29th, firing slowly all day, the enemy replying with two heavy guns. June 30, July 1, 2, 3, firing at long intervals. On the 25th I received orders from Captain Alden to return on board to take charge of the ship, the latter going north on leave of absence. On the evening of the 2d turned over the command of the battery on the left to Mr. Swann and the battery on the right to Mr. Shepard. The two guns transferred to the left were placed in a seventeen-gun battery, 340 yards from the enemy's works, commanded by an officer of the regular United States artillery, but at Captain Alden's request I still maintained a supervision over all the guns manned by seamen, visiting the battery on the left every day. The battery on the right was on the right of the center (General Augur's command). The officers rendered me every assistance in their power, especially Messrs. Shepard and Swann, the latter displaying the same zeal, energy, and fearlessness which has characterized his conduct in every action on board this vessel. I would also recommend to your favorable notice Acting Master's Mate Edmund L. Bourne, who, although but a short time on board of a man-of-war, rendered most valuable assistance in mounting guns, and afterwards in directing their fire. Mr. Swann, with whom he was associated on the left, speaks of his services as invaluable. The men as a body, with a very few exceptions, which were sent on board the ship, behaved in the most creditable manner, working on two or three occasions all day and night without a murmur, although some of the work which we were obliged to do we expected would be completed before our arrival. One of the gun carriages in the battery on the left was struck on the breast and forward axletree fourteen times by musket balls, showing the accuracy of the enemy's fire.

Mr. Swann reports that subsequent to the 2d of July there was no firing of consequence.

I am, very respectfully, your obedient servant,

EDWD. TERRY,

Lieutenant-Commander, U. S. Navy.

Captain THORNTON A. JENKINS,
Commanding Richmond.

OFFICE CHIEF OF ARTILLERY,
HDQRS. DEPT. OF THE GULF, NINETEENTH ARMY CORPS,
Port Hudson, July 10, 1863.

SIR: Upon the return to you for duty of the detachment from the naval forces which has assisted in the reduction of Port Hudson, I am requested by Brigadier-General Arnold, chief of artillery, to express to you his thanks and to acknowledge the service rendered by the naval battery commanded by Lieutenant-Commander Terry and Ensigns Shepard and Swann. Their duties were discharged with the most distinguished zeal and skill, and they have gained a right to the thanks of the army.

The commanding general will be most happy to convey through you to these officers these expressions, and the chief of artillery takes pleasure in acknowledging his obligation.

By order of Brigadier-General Arnold, chief of artillery:

I have the honor, sir, to be, very respectfully,

S. S. NEWBURY,
Captain, 12th Infantry, Assistant Chief Artillery.

OFFICER COMMANDING NAVAL FORCES BELOW PORT HUDSON.

OFFICE CHIEF OF ARTILLERY,
HDQRS. DEPT. OF THE GULF, NINETEENTH ARMY CORPS,
Port Hudson, July 10, 1863.

SIR: I am directed by the brigadier-general, chief of artillery of this army, to express to you his thanks for the eminent services of yourself and command during the siege of Port Hudson.

It was your fortune to occupy for many days the most prominent position among the batteries, and the skill and efficiency with which your guns were served merits and receives through this office the thanks of the army.

Nothing more than the naval battery, and none of the guns of that battery more than your own, has contributed to the successful termination.

From the time that you assumed command of the naval forces on shore to this day, your promptitude, zeal, and value have been marked; your fire has been most effective, and the conduct of your whole command beyond praise.

By order of brigadier-general, chief of artillery:

I have the honor, sir, to be, very respectfully,

S. S. NEWBURY,
Captain, 12th Infantry, Assistant Chief Artillery.

Acting Master R. P. SWANN, U. S. Navy.

Order of Captain Jenkins, U. S. Navy, to Acting Master Swann, U. S. Navy, making enquiry regarding the return of men and matériel from naval battery.

U. S. S. RICHMOND, *July 8, 1863.*

SIR: You will confer with the commanding officer of the army in whose brigade or division the naval battery in which you are serving

is placed, and ascertain when the men and matériel belonging to this ship and fleet can be returned from duty on shore. I am desirous that the officers and men be returned to their respective vessels with the least possible delay.

Respectfully,

THORNTON A. JENKINS,
Captain and Senior Officer Present.

Acting Master R. P. SWANN, U. S. Navy,
Before Port Hudson.

[Signal.]

JULY 7—11 a. m.

I am detaining the *General Price* here to take Colonel Smith back to Vicksburg. If he intends returning, pray send him at once.

PALMER,
Commodore.

General BANKS.

General Banks is writing dispatches to General Grant, which I will send in a few moments. Colonel Smith remains here.

RICHD. B. IRWIN,
Assistant Adjutant-General.

Commodore PALMER.

Letter from Major-General Banks, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, regarding appointment of a commission to arrange terms of surrender.

HDQRS. DEPT. OF THE GULF, NINETEENTH ARMY CORPS,
Before Port Hudson, July 8, 1863.

SIR: I have the honor to inform you that General Gardner has offered to surrender, and that at his request a commission, to consist of three officers designated by me, will meet a similar commission on his part, at our lines at 9 a. m. to-day, to draw up the terms of surrender.

I have directed that active hostilities shall entirely cease, until further orders, for this purpose.

Very respectfully, your obedient servant,

N. P. BANKS,
Major-General, Commanding.

Rear-Admiral D. G. FARRAGUT, U. S. NAVY,
Commanding Lower Fleet.

Letter from Rear-Admiral Porter, U. S. Navy, to Rear-Admiral Farragut, U. S. Navy, referring to operations against Port Hudson.

U. S. MISSISSIPPI SQUADRON,
Flagship Black Hawk, July 8, 1863.

DEAR ADMIRAL: The *Price* got off a little sooner than I expected the other day, and the letter I intended to send you did not go.

I should have gone down immediately with all the appliances of war and offered my services, but a feeling of delicacy prevented my going to help take a place that was already hanging by the eyelids.

I know that you would not suspect me of attempting to steal any of your thunder, but there are many good Christians who are apt to put improper constructions on men's motives.

I knew that Port Hudson would either surrender in a few days or hold out longer than anticipated. If the first occurred, my services would not be needed; if the latter, there would be plenty of time to notify me, so all you have to do is to tell me just what you would like, and you will have it done.

Thank Heaven this nut is cracked, and a hard one it was. If those fellows had been properly supplied with provisions and had never left Vicksburg to go fighting on the Black River, they would have kept out all the armies and navies in the United States. You have no idea of the strength of the place, nor could you form one without seeing it.

I have sent to Cairo for all kinds of ammunition, and will soon be well supplied. I started this bombardment with 14 mortar boats, and after forty-five days' bombardment have 6 remaining. Some sank; others were shattered by the firing. Those 6 are in pretty good order, and I will bring them down if you desire it. I intend to anchor them above Natchez anyhow.

We are having a lively time up the river with guerrillas and Price's army, but the gunboats whip them out on all occasions.

The rebels came near getting Helena the other day. Fifteen thousand men attacked it. They got possession of the forts and held them four hours. The gunboats, however, got up in good time from a short distance below, and after a hard fight succeeded in dislodging the rebels, killing a great number and enabling the army to capture 900 prisoners.

The army would all have been gobbled up but for the gunboats.

I am looking hourly for the *Price*, hoping she will bring me news of the fall of Port Hudson.

My kind regards to Jenkins, and believe me,

Yours, very truly, etc.,

DAVID D. PORTER,
Rear-Admiral, U. S. Navy.

Admiral FARRAGUT.

Letter from Major-General Banks, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, appointing a time for the meeting of commission on surrender.

HDQRS. DEPT. OF THE GULF, NINETEENTH ARMY CORPS,
Before Port Hudson, July 8, 1863—6 a. m.

SIR: General Gardner has made known his willingness to surrender, and officers meet at 9 a. m. to agree upon terms. An unconditional surrender will be required. It is important that our troops in force should first carry the news to New Orleans. I congratulate you upon the freedom of the Mississippi.

Very truly, yours,

N. P. BANKS,
Major-General, Commanding.

Admiral D. G. FARRAGUT,
Commanding Fleet, etc.

Letter from Major-General Banks, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, regarding the withdrawal of the gunboats to Berwick Bay.

HDQRS. DEPT. OF THE GULF, NINETEENTH ARMY CORPS,
Before Port Hudson, July 8, 1863.

MY DEAR SIR: To intercept the rebel force now infesting the river and the La Fourche country, it is necessary that the gunboats should move at once to Berwick Bay. All the light-draft boats should be ordered down at once—the *Arizona*, *Estrella*, *Hollyhock*, *Calhoun*, and *Sachem*. I hope Captain Wiggin and Captain Perkins may be put in command, as they know the localities and are energetic in action. If the boats can proceed to the bay at once, we shall intercept and capture the force. Our troops move at 5 o'clock for Donaldsonville, and we shall press them with all vigor. Please inform me if it is possible to accomplish this. If we cut off this army, no other troops can be raised south of Red River.

Port Hudson surrendered to-day, substantially without conditions. We shall be compelled, however, to parole the greater part of the men. They call for 6,000 rations. The ceremony of rendition takes place at 7 o'clock to-morrow morning.

I am, very truly, yours,

N. P. BANKS,

Major-General, Commanding.

Rear-Admiral D. G. FARRAGUT,

Commanding Fleet, etc.

[Signal.]

JULY 8, [1863]—12 m.

You have authority to pass down by Port Hudson whenever you please. Please order our transports to go to Point Pleasant Landing to-night. The general requests you to keep one gunboat above to watch the place and the river to-night, and to place one at his disposal to take dispatches to Vicksburg.

RICH'D B. IRWIN,

Assistant Adjutant-General.

Commodore JAMES S. PALMER, *Hartford.*

[Signal.]

JULY 8—p. m.

Port Hudson has surrendered, and will be formerly turned over to us at 7 o'clock to-morrow morning. Please keep a bright lookout to-night.

N. P. BANKS,

Major-General.

Commodore PALMER, *Hartford.*

[Signal.]

JULY 8, 1863.

Bands will play, and we shall fire a salute of one hundred guns from right to left at noon; will be glad to have you participate.

N. P. BANKS.

Admiral FARRAGUT.

Report of Captain Jenkins, U. S. Navy, expressing surprise that the navy was not represented on the commission on surrender.

U. S. S. RICHMOND,
Port Hudson, July 9, 1863.

ADMIRAL: On my arrival here yesterday morning I found the *Essex* taking in coal, and shortly after I received a request from the army headquarters to furnish convoy for a transport with troops for Donaldsonville. I directed Commander Townsend to proceed at once with the *Essex* to Baton Rouge, continue on his arrival at that place filling up his coal until the arrival of the transport, and then to proceed to Donaldsonville, and in case he did not fall in with you, to proceed to Madam Winchester's plantation and the vicinity, and drive the enemy from his position under the levee and afford all the assistance in his power to vessels passing up and down the river. At 9:56 a. m. yesterday, I received the dispatch from General Banks dated at 5 a. m. of that day, which I sent to you by the *Essex*, informing you that commissioners had been appointed to meet at 9 a. m. of that day to agree upon terms for the surrender of Port Hudson. You will not fail to observe that no invitation was given to the navy to participate, either in the preliminary arrangements for the occupation of that place or in its formal surrender. Had the dispatch of General Banks been received in time to have exchanged communications with him on the subject, I would have felt it my duty to have insisted that one of the commissioners to make arrangements for the surrender of the place should be a navy officer of rank, to represent you and your fleet. I send by the *New London*, Lieutenant-Commander Perkins, two dispatches from General Banks, addressed to you, and received by me at midnight last night. I shall show them to Commodore Palmer, as I observed the *Hartford* coming down, before transmitting them to you. As all the vessels capable of getting into Berwick Bay [are] now above Port Hudson, I suggested to General Banks, in reply, that he should intimate his desires to Commodore Palmer.

I am, very respectfully

THORNTON A. JENKINS,
Captain and Senior Officer Present.

Rear-Admiral D. G. FARRAGUT,
Comdg. West Gulf Blockdg. Squadron, Mississippi River.

Extract from report of Major-General Banks, U. S. Army, relating to joint operations in the Department of the Gulf, February to July, 1863.

NEW YORK, *April 6, 1865.*

SIR: I have the honor to transmit a report of the military operations of my command in the Department of the Gulf in 1862, 1863, and 1864.

* * * * *

[*February, 1863*].—During these operations on Bayou Plaquemine and the Atchafalaya news was received of the capture by the enemy of the steamers *Queen of the West* and *De Soto*, which had run past the batteries at Vicksburg. This event was deemed of sufficient importance by Admiral Farragut to demand the occupation of the Mississippi between Port Hudson and Vicksburg, by running the batteries on the river at Port Hudson, in order to destroy these boats and cut off the

enemy's communication by the Red River with Vicksburg and Port Hudson, thus accomplishing by a swifter course the object of our campaign west of the river.

The army was called upon to make a demonstration against the fortifications at Port Hudson, while the fleet should run the batteries upon the river. All the disposable force of the department was moved to Baton Rouge for this purpose early in March.

On March 13 the troops moved out to the rear of Port Hudson, about 12,000 strong. The pickets of the enemy were encountered near Baton Rouge, and a considerable force in the vicinity of Port Hudson, which was quickly driven in. The army reached the rear of the works on the night of the 14th, and made a demonstration as for an attack on the works the next morning.

The arrangement between the admiral and myself was that the passage of the batteries by the navy should be attempted in the gray of the morning, the army making a simultaneous attack on the fortifications in the rear; but affairs appearing to be more favorable to the fleet than was anticipated, the object was accomplished in the evening and during the night of the 14th. Naval history scarcely presents a more brilliant act than the passage of these formidable batteries.

* * * * *

On the 13th [April] we had advanced within 400 yards of his works, on both sides of the Bayou Teche, driving him to his fortifications and destroying the gunboat *Diana*, which he had captured from us a short time before. * * *

Early on the following morning [April 15], the balance of the enemy's forces evacuated Fort Bisland. * * * The gunboats in the meantime had encountered the steamer *Queen of the West* on Grand Lake, destroying her, and capturing her officers and crew.

We reached Opelousas April 20, the enemy retreating toward Alexandria in disorder and destroying the bridges in his flight. The same day the gunboats, under command of Lieutenant-Commander A. P. Cooke, assisted by four companies of infantry, captured the works at Butte-à-la-Rose, which contained two heavy guns and a large quantity of ammunition and was garrisoned by a force of 60 men, all of whom were captured. * * *

On May 2 we established communication with Admiral Farragut at the mouth of Red River, through the Atchafalaya, by the gunboat *Arizona*, Captain Upton, commanding, accompanied by Captain R. T. Dunham, of my staff. * * *

While at Brashear City I had received a dispatch from Admiral Farragut, by Mr. Gabaudan, his secretary, informing me that General Grant would send 20,000 men by May 1 through the Tensas, Black, and Red rivers, for the purpose of uniting with us in the reduction of Port Hudson. * * *

The cooperation of the fleet, under Rear-Admiral Farragut, on the waters west of the Mississippi, as well as at Port Hudson, was harmonious and effective and contributed greatly to the success of our arms. A battery of heavy guns was established in the rear of the works by one of the officers of the Navy, the fire of which was most constant and effective. [Siege of Port Hudson, May-June, 1863].

* * * By means of signals and telegraphs a perfect communication was maintained at all times, night and day, between the fleet and the army and with the different portions of the army.

The rebels admitted, after the siege, that they had lost in killed and wounded during the siege, 610 men; but they underrated the number of prisoners and guns they surrendered, and their loss in killed and wounded was larger than admitted by them. It could not have been less than 800 or 1,000 men. Five hundred were found in the hospitals. The wounds were mostly in the head, from the fire of sharpshooters, and very severe. * * *

The siege lasted forty-five days, of which twenty-one days was incessant and constant fighting. It was conducted constantly with a view to the capture of the garrison as well as the reduction of the post.

When the proposition of General Gardner to suspend hostilities with a view to consider terms of surrender was received there were 6,408 officers and men on duty within the lines, 2,500 in the rear of the besieging forces and on the west bank of the river opposite Port Hudson, and 12,000 men, under Generals Green and Taylor, between Port Hudson and Donaldsonville, who had, by establishing their batteries on the west bank of the river, effectually cut off our communication with New Orleans, making 21,000 men actively engaged in raising the siege at the time of its surrender.

* * * * *

I remain, your obedient servant,

N. P. BANKS,
Major-General of Volunteers.

SECRETARY OF WAR,
Washington, D. C.

Report of Colonel Miles, C. S. Army, regarding the bombardment.

ON THE FIELD, *May 24, 1863.*

I beg leave to report that no attack or menace has been made on my line to-day. The shelling from guns and mortars, however, has been extraordinarily furious, and I regret to say that 3 men have been killed and 3 others slightly wounded by them. The casualties occurred in Major Anderson Merchant's battalion.

I am, general, very respectfully,

W. R. MILES,
Colonel, Commanding.

Major T. F. WILLSON,
Assistant Adjutant-General.

Report of Lieutenant-Colonel De Gournay, Twelfth Louisiana Artillery Battalion, of operations May 24-July 2.

HEADQUARTERS LEFT WING, HEAVY BATTERIES,
Port Hudson, May 24, 1863.

COLONEL: During the two hours and a half bombardment by the enemy's mortar and gunboats, the batteries of this command fired twenty-four shots with little effect, being at very long range. One of the shots from Captain W. B. Seawell's battery struck the *Monongahela* in the bow. Our batteries were struck many times, but with

no damage. The gun carriage at Battery 10 was slightly injured, but not enough to disable it. * * *

I am, colonel, respectfully, your obedient servant,

P. F. DE GOURNAY,
Lieutenant-Colonel, Commanding.

Lieutenant-Colonel M. J. SMITH,
Chief of Heavy Artillery.

Report of Colonel Miles, C. S. Army, regarding the request for a truce from Major-General Banks, U. S. Army.

ON THE FIELD, *May 28, 1863.*

The enemy opened his accustomed cannonade at an early hour this morning, the mortar fleet and gunboats below chiming in, and for some time shell and solid shot fell thick along the line. Between 10 and 11 o'clock I received notice that Major-General Banks had asked for a truce to allow him the opportunity to bury his dead and care for his wounded, who covered the ground where the fights occurred yesterday.

* * * * *

I am, respectfully, etc., your obedient servant,

W. R. MILES,
Colonel, etc.

Major T. F. WILLSON,
Assistant Adjutant-General.

Report of Lieutenant-Colonel De Gournay, C. S. Army, regarding continued action.

HEADQUARTERS LEFT WING, HEAVY BATTERIES,
Port Hudson, May 29, 1863.

COLONEL: I had the Parrott gun and the rifled 24-pounder trailed and pointed yesterday, and bearings marked so that they could be directed at the mortar boats during the night. At 11:30 the mortars commenced bombarding, when our guns replied, firing at the flash deliberately and slowly. We fired in all 19 shots, and this morning the mortar fleet is below the point, having fallen back during the darkness that preceded daybreak. I owe this result in great part to the excellent management of Lieutenant L. A. Schirmer, whom I had placed in charge of the Parrott gun. During the fight the bursting of a bomb-shell in the rear of the battery wounded 3 men of Company D, Twelfth Louisiana Battalion; 1 seriously. No damage to the works.

I am, colonel, very respectfully, your obedient servant,

P. F. DE GOURNAY,
Lieutenant-Colonel, Commanding Left Wing, Heavy Batteries.

Lieutenant-Colonel M. J. SMITH,
Chief of Heavy Artillery.

Report of Colonel Miles, C. S. Army, regarding continued bombardment.

ON THE FIELD, *May 30, 1863.*

During last night the fleet shelled us without intermission, but without result. We have only been fired at during the day by a few skirmishers. No one hit. It is the first day of calm since the 24th.

I am, very respectfully, etc.,

W. R. MILES.

Major T. F. WILLSON,
Assistant Adjutant-General.

Report of Colonel Miles, C. S. Army, regarding continued action.

ON THE FIELD, *May 31, 1863.*

This morning the enemy's sharpshooters, deployed in front of a part of my lines under cover, opened an irregular fire, which has been kept up all day. The cannonade, directed at my redans and an attempted enfilade of the works, has been quite vigorous at times, never entirely ceasing. About 4 o'clock this evening the fleet below commenced shelling furiously and kept it up two hours and a half.

Last night the fleet shelled us from 11 o'clock until sun-up this morning, all this resulting in wounding one man. I have sent 200 men to relieve that number of Colonel [I. G. W.] Steedman's men on the left. Since their arrival there this evening, I learn two of them have been wounded severely.

I am, major, very respectfully, your obedient servant,

W. R. MILES,
Colonel, etc.

Major T. F. WILLSON,
Assistant Adjutant-General.

Report of Colonel Miles, C. S. Army, regarding continued action.

ON THE FIELD, *June 1, 1863.*

The fleet indulged in its customary shelling last night, and at intervals to-day. The enemy's batteries for the last twenty-four hours have been steadily playing on our front, attempting at times to enfilade the works. No serious result. Sharpshooters, as usual, have been plying their vocation on both sides. So far as can be learned, no immediate attempt will be made to carry the works by assault, the enemy not having recovered from the effects of his last attempt upon us.

W. R. MILES,
Colonel, etc.

Major T. F. WILLSON,
Assistant Adjutant-General.

Report of Lieutenant-Colonel De Gournay, C. S. Army, regarding casualties from the bombardment.

HEADQUARTERS LEFT WING, HEAVY ARTILLERY,
Port Hudson, June 5, 1863.

MAJOR: During the furious bombardment by the enemy's mortar boats this afternoon a shell struck the gun (32-pounder rifled) at Battery No. 10, breaking the screw. The damage is easily repaired and the gun can be used to-night. Another shell fell in the camp near Battery No. 9, killing one man instantly. The mortar boats have moved to-day nearer the Point, probably on account of the river falling steadily. They are not much nearer to us, but in better view. For several days they have been using, occasionally, extra charges of powder, by which they have attained greater range, and thrown shells beyond Battery No. 6. I will take advantage of their new position, and attack them to-morrow with the Parrott gun (30-pounder) and the rifled 24-pounder and 32-pounder.

I am, major, respectfully, your obedient servant,

P. F. DE GOURNAY,

Lieutenant-Colonel, Commanding Left Wing, Heavy Batteries.

Major T. F. WILLSON,

Assistant Adjutant-General.

Report of Colonel Miles, C. S. Army, regarding movements of the enemy.

ON THE FIELD, *June 6, 1863.*

The batteries and fleet for some two hours this forenoon gave us a very heavy fire. The battery heretofore stationed at the mouth of Troth's lane moved off this evening in the direction of the river below; and the battery near Hunt's house, with eight wagon loads of stores, moved off also about the same hour and in the same direction. Unless these movements are a ruse, it is evident the enemy is moving off a large portion, if not all, of his forces. I have no casualties to report for the day.

I am, major, very respectfully, etc.,

W. R. MILES,
Colonel, etc.

Major T. F. WILLSON,

Assistant Adjutant-General.

Report of Colonel Miles, C. S. Army, regarding a furious bombardment by the enemy.

ON THE FIELD, *June 10, 1863.*

The mortars of the fleet, the mortars of the land batteries, the Parrott and Whitworth guns opened on us at dusk yesterday evening, and kept up a furious fire through the night. The practice was good and the scenic effect splendid. At 2 o'clock this morning the VIII-inch shell gun joined in, and delivered her raking fire along my entire left. Three men were wounded severely during the night.

* * * * *

I am, major, very respectfully, your obedient servant,

W. R. MILES,
Colonel, etc.

Major T. F. WILLSON,

Assistant Adjutant-General.

Report of Lieutenant-Colonel De Gournay, C. S. Army, regarding injury to gun.

HEADQUARTERS LEFT WING, HEAVY BATTERIES,
Port Hudson, June 11, 1863.

COLONEL: During the firing from the ships this morning the 24-pounder rifled gun at Battery 11 was struck by a shell near the vent and a small piece of metal broken off. No serious damage, however, and the gun can be worked with safety.

Yours, respectfully,

P. F. DE GOURNAY,
Lieutenant-Colonel, Commanding Left Wing, Heavy Batteries.
Lieutenant-Colonel M. J. SMITH,
Chief of Heavy Artillery.

Report of Colonel Miles, C. S. Army, regarding continued action.

ON THE FIELD, *June 12, 1863.*

Last night the guns and mortars from the fleet, as well as the guns and mortars from the numerous batteries on shore, kept up a brisk fire upon us, resulting in no loss of life, or wound even. During the day their fire has slackened considerably, I would fain hope tapering to its final end. * * *

I am, major, very respectfully, your obedient servant,
W. R. MILES,
Colonel, etc.

Major T. F. WILLSON,
Assistant Adjutant-General.

Report of Colonel Miles, C. S. Army, regarding the heaviest cannonading of the siege.

ON THE FIELD, *June 14, 1863.*

Very early this morning we were quite severely cannonaded. Later on in the forenoon the most tremendous affair of the siege came off. From the fleet in the river and from every gun in position on shore came the quick flash and angry roar of threatening annihilation. The air grew thick with smoke and hoarse with sound. After some hours spent in this manner, it became apparent that the enemy was making preparation for a charge. General Beall's line being most threatened, I sent one battalion to his support, keeping the balance of my force in position to repel an attack, should one be made on my own line, or move to the further support of General Beall. No attack was made on me, and, after trying several times to bring their lines to the assault, the enemy beat a hasty retreat. * * *

I am, major, very respectfully, your obedient servant,
W. R. MILES,
Colonel, etc.

Major T. F. WILLSON,
Assistant Adjutant-General.

Report of Colonel Miles, C. S. Army, regarding an attempted advance of the enemy.

ON THE FIELD, *June 14, 1863.*

About 4 a. m. the enemy opened a terrible fire from all his guns along the line, from the extreme right to the extreme left. It was kept up until 8 o'clock, varying in intensity, but always severe. At an early hour I could distinguish the rattle of small arms toward the left, and for a time thought no demonstration was intended against my position, but was soon undeceived. In regular line of battle the enemy attempted an advance through the open field upon my left. A few shots from the artillery and a few rounds from the infantry caused him to fall back.

* * * * *

I am, major, very respectfully, your obedient servant,

W. R. MILES,
Colonel, etc.

Major T. F. WILLSON,
Assistant Adjutant-General.

Reports of Lieutenant-Colonel Brand, Miles' (Louisiana) Legion, of operations June 24-27.

HEADQUARTERS RIGHT WING, *June 25, 1863.*

SIR: I assumed command of right wing last night, as per order through Captain [R. M.] Hewitt. * * * The enemy advanced about 10 yards last night with their trench.

I keep up an occasional fire from Captain [S. M.] Thomas's guns. I discovered that they had a bale of cotton, which they advanced as required; but, watching the moment that they moved the bale, I gave them a volley of musketry, which drove them in altogether. To-night I shall keep up the shooting as during the last night and to-day.

I am, major, very respectfully, your obedient servant,

FRED'K B. BRAND,

Lieutenant-Colonel, Commanding Right Wing.

Major T. F. WILLSON,
Assistant Adjutant-General.

P. S.—All quiet along my line.

HEADQUARTERS RIGHT WING, *June 26, 1863.*

SIR: I have to report that I prevented the work of the enemy last night. He has now 4 bales to work behind, but has made very little progress. The sharpshooters have been very active on my right. At 3 p. m. the fleet opened, and at the same time four fieldpieces and one or two mortars from the large breastworks. I have not yet received my reports from the different commanders as to casualties, but so soon as they come in I will make a full report. All quiet on my left. I have sent a working party to the right to repair damages, if any. I fear that I shall have to report the loss of many a brave man.

I remain, major, your most obedient servant,

FRED'K B. BRAND,

Lieutenant-Colonel, Commanding Right Wing

Major T. F. WILLSON,
Assistant Adjutant-General.

Report of Lieutenant-Colonel De Gournay, C. S. Army, regarding operations of June 26.

HEADQUARTERS LEFT WING, HEAVY BATTERIES,
Port Hudson, June 26, 1863.

MAJOR: The enemy opened fire from their land batteries and the fleet (including the mortar boats) at 3:45 o'clock this afternoon, to which the guns on this wing replied, and soon brought on a spirited artillery fight.

The mortar boats ceased firing after two hours and a half, the gun-boats four hours. No damage was done to our guns and no man hurt at the batteries. The works at Battery No. 11 were badly torn up by the enemy's fire, which seemed to be in great part concentrated on that point. So terrific was the fire at that battery that it was found impossible to man the siege 24-pounder rifled gun without an almost certainty that it would be dismounted. The guns engaged on the extreme left were the rifled 32-pounder, which fired 14 shots; the VIII-inch shell gun, which fired 6 shells with excellent effect on the enemy's principal works, after which it unfortunately got disabled by the accidental giving away of the elevating screw; the damage is now being repaired; the rifled 24-pounder barbette, which fired 27 Reid shots at the mortar boats, many shots taking effect on the boats and also on the *Essex*.

From the center, the X-inch and VIII-inch columbiads of this command were also engaged, first with the fleet and subsequently, with much better effect, firing on the enemy's works. I can not yet report the number of shots fired from these two guns.

I beg leave to make most honorable mention of Lieutenant L. A. Schirmer, of my command, for an act of heroic bravery. The flag of [W. R.] Miles' Legion was hoisted on the extreme left of Battery 11, and was shot down. Lieutenant Schirmer seized it, fixed it to a light pole, and, jumping on the parapet, planted the flagstaff amidst a shower of bullets. Again and again the flag was shot down, and each time the gallant lieutenant raised it, waved it defiantly, and planted it firmly, regardless of the volleys of the enemy's sharpshooters. He escaped unhurt after repeating thrice this gallant feat, that called forth the enthusiastic cheers of the brave men who lined our works.

There is still occasional firing, and it is probable that the attack will be renewed to-night, preparatory to an attempt to charge the works in the morning. The men are in excellent spirits and will do all their duty.

I am, major, respectfully, your obedient servant,

P. F. DE GOURNAY,

Lieutenant Colonel, Commanding Left Wing, Heavy Batteries.

Major T. F. WILLSON,

Assistant Adjutant-General.

Report of Colonel Miles, C. S. Army, regarding the movements of the enemy.

ON THE FIELD, *July 7, 1863.*

Sharpshooting, though less active to-day than yesterday, has been quite brisk. One man of the legion killed. The cannonading has been irregular, at no time very severe, and productive of no result. The enemy still works with the spade in close proximity to my rifle pits, but it is impossible to fathom his designs. His tower grows and

his ditch lengthens, one day in one direction another day in another. This morning all his land batteries fired a salute, and followed it immediately with shotted guns, accompanied by vociferous yelling. Later in the day the fleet fired a salute also. What is meant we do not know. Some of them hallooed over, saying that Vicksburg had fallen on the 4th instant. My own impression is that some fictitious good news has been given to his troops in order to raise their spirits, perhaps with a view of stimulating them to a charge in the morning. We will be prepared for them should they do so.

I am, major, very respectfully, your obedient servant,

W. R. MILES,
Colonel, etc.

Major T. F. WILLSON,
Assistant Adjutant-General.

Report of Captain Jackson, C. S. Army, of the surrender of Port Hudson.

JULY 9, 1863.

Port Hudson surrendered at 6 a. m. Our provisions were exhausted, and it was impossible for us to cut our way out on account of the proximity of the enemy's works.

Our casualties during the siege are 200 killed and between 300 and 400 wounded. About 200 men have died from sickness. At the time of the surrender there were only 2,500 men for duty. I came out through the enemy's lines about an hour after the surrender, and tried to ascertain the strength of General Banks' army, but did not succeed; but from my own observation, I am led to believe his force to be 25,000 or 30,000 men.

C. M. JACKSON,
Actg. Asst. Inspector-General to Major-General Frank. Gardner.
General JOSEPH JOHNSTON.

Report of Acting Master McRitchie, U. S. Navy, commanding U. S. storeship Supply, of arrival at New Orleans.

U. S. STORESHIP SUPPLY,
New Orleans, May 22, 1863.

SIR: I have the honor to inform the Department of the arrival at this port of the U. S. storeship *Supply*, and that I have, in obedience to orders, reported to the senior naval officer present.

I am, very respectfully, your obedient servant,

D. G. McRITCHIE,
Acting Master, Commanding.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Farragut, U. S. Navy, regarding shortage of officers in his command.

No. 96.]

U. S. FLAGSHIP PENSACOLA,
New Orleans, May 22, 1863.

SIR: I regret to say that this squadron is very much in want of officers, particularly engineers and master's mates, also masters. I find

it almost impossible to keep these officers by simply threatening them with dismissal. It appears to be the very thing they desire, and unless a court would append imprisonment or some punishment, no stop can be put to their present course of conduct.

I have at least a half a dozen or more cases to bring before a court, which, as soon as circumstances will permit, I shall bring before a court for trial.

I am, very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Farragut, U. S. Navy, transmitting general order issued by the military commandant at New Orleans.

FLAGSHIP PENSACOLA,
New Orleans, May 22, 1863.

SIR: I hereto annex a copy of a general order issued by the military commandant of this city. I would respectfully request of the Department that the transports destined for this squadron be instructed not to touch at Key West, so as to escape the thirty days' quarantine imposed upon vessels touching at that port, facilitate us in procuring our supplies, and improve the health of this squadron, which was very near becoming infected last season by fever brought to us in the *Rhode Island*.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

GENERAL ORDERS, { HDQRS. DEFENSES OF NEW ORLEANS,
No. 3. { *New Orleans, May 22, 1863.*

Hereafter no vessel coming from any of the ports designated in the proclamation of the military governor of Louisiana, dated April 4, 1863, will be allowed to come to the city by way of Lake Pontchartrain.

The places which are hereby declared infected, as aforesaid, are the following, viz: Havana, Matanzas, Trinidad, Cardenas, and St. Jago [Santiago], all on the island of Cuba; Kingston, Port Royal, and Montego Bay, on the island of Jamaica; Jacmel and Port au Prince, on the island of St. [San] Domingo; the islands of St. Thomas, Martinique, and Guadeloupe; Campeche, in Yucatan; Belize, in Honduras; Vera Cruz, Alvarado, Tampico, and Tuxpan, in Mexico; San Juan de Nicaragua, Chagres, Aspinwall, and Puerto Bello, in Central America; Maracaybo, in Venezuela; LaGuayra, Island of Trinidad, Rio de Janeiro, Para, and Cayenne, in South America; and Galveston, Matamoras, and Key West.

The commanding officers at Forts Pike and Macomb are charged with the execution of this order.

By command of Brigadier-General Emory:

W. D. SMITH,
A. A. A. G., Lieutenant-Colonel.

Orders for the picket boat.

U. S. S. LACKAWANNA,
Off Mobile, May 24, 1863.

The boat to be well manned and armed, to carry a compass, kedge, lead line, water, blue light, and Coston signals 2, 4, and 8.

She will leave the ship (weather permitting) every even day of the month at sundown and go alongside of the picket gunboat.

When dark, so as not to be seen from shore, she will pull in (being governed by wind, tide, and weather) toward Sand Island and anchor in the channel-way to keep a bright lookout for vessels or boats coming out of the harbor.

If the enemy's gunboats are coming out, she will burn Coston No. 4, taking care to run securely into shoal water before making the signal.

If merchant steamers or sailing vessels are coming out, Coston No. 2 will be burned.

A rocket to be thrown up in the direction the escaping or attacking force may be running.

Should the picket boat require assistance, she must burn Coston No. 8.

The boat will return to the ship by daylight.

J. B. MARCHAND,
Captain.

Report of Commodore Bell, U. S. Navy, regarding the condition of affairs upon arrival at Galveston.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, May 25, 1863.

SIR: I arrived off Galveston Bar on the 21st instant and found the *Bienville*, *Itasca*, *Katahdin*, and *Sciota* on blockade.

During my absence the defenses of the port have been enlarged and more perfected.

On the 20th I passed the *New London* on her way to New Orleans for repairs, and anchored for a few hours off Sabine Pass, blockaded by the *Owasco* and *Cayuga*.

I am informed by Commander J. R. M. Mullany that the bark *W. G. Anderson* has been sent to New Orleans to repair some damages which she received off Aransas, and that the schooner *Rachel Seaman* alone blockades Lavaca, Aransas, and Corpus Christi.

I shall start in the *Brooklyn* down the coast to-day and proceed as far as Brazos Santiago, leaving Commander Mullany in charge of this blockade during my absence.

Very respectfully, your obedient servant,

H. H. BELL,
Commodore.

Rear-Admiral D. G. FARRAGUT,
Comdg. Western Gulf Blockading Squadron, New Orleans, La.

Order of Commodore Bell, U. S. Navy, to Commander Mullany, U. S. Navy, commanding U. S. S. Bienville, to assume command of the Galveston blockade.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, May 25, 1863.

SIR: I shall proceed down the coast of Texas to-day, intending to return hither in about one week, and you will please charge yourself with the blockade of Galveston during my absence.

If the supply steamer shall arrive during my absence, send her down the coast to meet me either off Aransas or Brazos Santiago, and, not finding me, to return to this anchorage.

Very respectfully,

H. H. BELL,
Commodore.

Commander J. R. M. MULLANY,
Commanding U. S. S. *Brenville*, off Galveston, Tex.

Report of Fleet Surgeon Foltz, U. S. Navy, advising a strict observance of quarantine for vessels from Key West.

NEW ORLEANS, May 25, 1863.

SIR: By proclamation of the military governor of Louisiana, dated April 4, 1863, a rigid quarantine is established for all vessels coming from infected ports in the West Indies and the Gulf of Mexico.

Key West is one of the ports designated. I would urgently recommend that all transports and ships of war destined for this squadron be ordered not to touch at Key West, as vessels so doing will be subject to a protracted quarantine.

The transport *Rhode Island* contracted yellow fever at Key West in August last, where she stopped but a short time, from which she lost 4 of her officers and crew. Mr. Gamble, third assistant engineer, one of her passengers for this fleet, who was left on board the *Hartford* in apparent good health, died of yellow fever at Pensacola three days after his arrival.

The safety of this squadron and the large army in this division requires a strict observance of quarantine of all vessels from Key West, and it is to be hoped that all transports and Government vessels bound to New Orleans and the Gulf [of Mexico] will be ordered not to touch at Key West.

I am, very respectfully, your obedient servant,

J. M. FOLTZ,
Fleet Surgeon.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Goldsborough, U. S. Navy, regarding the request to send to Pascagoula conveyance for refugees.

FLAGSHIP WESTERN GULF SQUADRON,
Port Hudson, May 25, [1863].

CAPTAIN: You did right in refusing to accede to Admiral Buchanan's request to send steamers to Pascagoula to convey refugees (or registered enemies) to Mobile. It is but a short time since a request was made to send a steamer with refugees from Mobile to New Orleans, which I refused, and you will not, upon any pretext whatever, allow a steamer to pass out of Mobile beyond your fleet.

If the United States commanding general thinks proper to send a steamer or other vessel with refugees to you off Mobile, you will

inform Admiral Buchanan that if he sends a steamer down to you they will be transferred by the officer in charge of the flag-of-truce boat from Mobile.

But no boat will be permitted out of Mobile.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Captain JOHN R. GOLDSBOROUGH,
Senior Officer off Mobile.

Report of Commodore Bell, U. S. Navy, regarding the capture of the sloop Blazer.

U. S. STEAM SLOOP BROOKLYN,
Lat. 26° 28' N., Long. 96° 14' W., May 27, 1863.

SIR: A sloop called the *Blazer*, of 16 or 17 tons burden, and loaded with 39 bales cotton, more or less, was captured by the U. S. steam sloop *Brooklyn*, under my command, at 8 o'clock a. m., May 27, at sea, in latitude 26° 28' N., longitude 96° 14' W. She is not marked with any name. The sloop when first discovered was standing to the southward, apparently bound for the Rio Grande. Frank Luis, one of the crew, says she is from Galveston, having come out at Velasco on the 24th May. She had four men on board, Christopher E. Delaney calling himself master. The names of the other three are Frank Luis, a Portuguese; Henry Robb, and John Lang. All the papers found on board are sealed up and will be delivered to you by the officer in charge, who is ordered to take her to the port of Key West for adjudication.

Very respectfully, your obedient servant,

H. H. BELL,
Commodore, Commanding U. S. Steam Sloop Brooklyn.

JUDGE OF U. S. DISTRICT COURT AT KEY WEST, FLA.

P. S.—There were no other vessels in sight at the time of the capture.

H. H. BELL,
Commodore.

Order of Commodore Bell, U. S. Navy, to Acting Master's Mate Beardsley, U. S. Navy, regarding the disposition of the sloop Blazer.

U. S. STEAM SLOOP BROOKLYN,
Lat. 26° 28' N., Long. 96° 14' W., May 27, 1863.

SIR: Proceed off Galveston Bar in the sloop *Blazer* and report your arrival to the commanding officer of the blockade, there to await further orders from me, unless an opportunity shall present itself for shipping the cotton thence to Key West or some Northern port. In that case you will accompany the cotton intrusted to your charge, taking along with you the captain and [Frank] Luis.

Very respectfully,

H. H. BELL,
Commodore.

Acting Master's Mate ROBERT BEARDSLEY,
U. S. S. Brooklyn.

Order of Rear-Admiral Farragut, U. S. Navy, to Commodore Morris, U. S. Navy, regarding the discharge of the pilot of the U. S. S. Antona.

FLAGSHIP WESTERN GULF SQUADRON,
Port Hudson, May 27, 1863.

COMMODORE: Please put an acting master in temporary command of the U. S. S. *Antona*.

Discharge her pilot and address a note to Governor [General] Shepley, requesting him to have the branch of this pilot withdrawn, and prohibit his piloting on this river, having shown himself incompetent by running the *Antona* on shore in a most unwarrantable manner.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commodore H. W. MORRIS,
Commanding Naval Forces at New Orleans.

Report of Rear-Admiral Farragut, U. S. Navy, transmitting report of Captain Goldsborough, U. S. Navy, giving list of captures off Mobile.

No. 100.]

FLAGSHIP MONONGAHELA,
Port Hudson, May 28, 1863.

SIR: It affords me infinite satisfaction to forward to you the enclosed copies of reports from Captain J. R. Goldsborough, commanding the Mobile blockade. These reports show that, although vessels are now and then reported as eluding the Mobile blockade, still the majority are captured in the attempt; and it is not [at] all to be wondered at that a vessel now and then is successful when one sees what small craft—many of them scarcely larger than a ship's launch—make these attempts.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

U. S. S. COLORADO,
Off Mobile Bay, May 18, 1863.

ADMIRAL: I beg leave to enclose a list of the names of vessels captured and number of vessels destroyed since my arrival on this station:

On the 25th of March, the schooner *Clara*, captured by the gunboat *Kanawha*, Lieutenant-Commander William K. Mayo, from Havana, with an assorted cargo, bound to Mobile. Sent to Key West for adjudication.

On the 23d of April, the sloop *Elias Beckwith*, captured by the gunboat *Pembina*, Lieutenant-Commander Jonathan Young, from Havana, with an assorted cargo, bound to Mobile. Sent to Key West for adjudication.

On the 24th of April, the schooner *Joe Flanner*, captured by the gunboat *Pembina*, Lieutenant-Commander Jonathan Young, from

Havana, with an assorted cargo, bound to Mobile. Sent to Key West for adjudication.

On the 1st of May, the schooner *Dart*, captured by the gunboat *Kanawha*, Lieutenant-Commander William K. Mayo, from Havana, with an assorted cargo, bound to Mobile. Sent to Key West for adjudication.

On the 4th of May, the schooner *Juniper*, captured by the gunboat *Kennebec*, Lieutenant-Commander J. H. Russell, from Havana, with an assorted cargo, bound to Mobile. Sent to Key West for adjudication.

On the 6th of May, the steamer *Eugenie*, captured by the steamer *R. R. Cuyler*, Lieutenant-Commander J. E. Jouett, from Havana, with an assorted cargo, bound to Mobile. Sent to Key West for adjudication.

On the 9th of May, the schooner *Sea Lion*, captured by the gunboat *Aroostook*, Lieutenant-Commander S. R. Franklin, from Mobile, bound to Havana, with a cargo of 272 bales of cotton. Sent to Key West for adjudication.

On the 15th of May, the English brigantine *Comet*, captured by the gunboat *Kanawha*, Lieutenant-Commander W. K. Mayo, cleared from Havana for New Orleans, with an assorted cargo, captured within a marine league of the coast of Alabama, and 20 miles to the eastward of Fort Morgan, off the Thirty-seven Pines. Sent to Key West for adjudication.

On the 17th of May, the schooner *Hunter*, captured by the gunboat *Kanawha*, Lieutenant-Commander W. K. Mayo, from Mobile, bound to Havana, with a cargo of 43 bales of cotton. Sent to Key West for adjudication.

On the 18th of May, the schooner *Ripple*, captured by the gunboat *Kanawha*, Lieutenant-Commander W. K. Mayo, from Mobile, bound to Havana, with a cargo of 110 bales of cotton. Sent to Key West for adjudication.

In addition to the above list of captures, four vessels have been driven on shore and completely destroyed by the fire of our gunboats.

Very respectfully, your obedient servant,

J. R. GOLDSBOROUGH,

Captain, Comdg. Division West Gulf Blkdg. Squadron.

Rear-Admiral D. G. FARRAGUT,

Commanding West Gulf Squadron.

Letter from Rear-Admiral Farragut, U. S. Navy, to Acting Rear-Admiral Bailey, U. S. Navy, regarding the blockade of the Rio Grande.

MONONGAHELA,

Port Hudson, May 29, 1863.

ADMIRAL: I have to acknowledge the receipt of your communication of the 2d ultimo in reference to the blockade of the Rio Grande.

During the month of September last I had the honor to submit to the Department a voluminous correspondence based upon accompanying reports made to me by Commander H. French, who fully investigated the manner in which illegal traffic is carried on with the rebels through Mexico.

I then advised the Government that I knew of but one mode to stop this trade, viz, to occupy the Rio Grande either with small, light-draft steamers or to send a land force to take and hold Brownsville and the banks of the river for some miles.

This would require only a small force, as there are hundreds of Texan refugees who would gladly join our forces for self-protection if from no other cause.

Very respectfully and truly,

D. G. FARRAGUT,
Rear-Admiral.

Acting Rear-Admiral T. BAILEY,
Commanding Eastern Gulf Blockading Squadron.

Capture of the schooner Star at Point Isabel, Texas, May 30, 1863.

Order of Commodore Bell, U. S. Navy, to Lieutenant-Commander Hatfield, U. S. Navy.

U. S. STEAM SLOOP BROOKLYN,
Off Brazos Santiago, Tex., May 29, 1863.

SIR: At 2 o'clock to-night you will leave the ship, taking with you the launch, first, second, and third cutters, and 24 marines, to attempt the capture of two schooners and two sloops which are observed to be to an anchor inside of Brazos Santiago. One of the schooners, it is believed, went in there a short time since with arms and ammunition. If you can't bring out the vessels you will burn them. There is a report of a small battery having been established at the entrance, and it is inferred to exist on the south side. If it be possible, capture this battery and spike or destroy the guns if you can't get them off. I should like to have them for arming the captured schooners. You will take the two howitzers in the boats and be accompanied by Lieutenant A. N. Mitchell, Acting Master Thomas Pickering, First Lieutenant of Marines James Forney, Assistant Surgeon C. J. S. Wells, Midshipman John R. Bartlett, and William W. Davis, pilot. The howitzers' crews will be armed with sword and pistol and the balance of the sailors with sword and rifle. Inform me by signal or otherwise of your movements. Have water and provisions for 87 men for two days' supply.

Very respectfully,

H. H. BELL,
Commodore.

Lieutenant-Commander CHESTER HATFIELD,
U. S. S. Brooklyn.

A copy of the foregoing was given to Lieutenant A. N. Mitchell.

Order of Commodore Bell, U. S. Navy, to Acting Master's Mate Jones, U. S. Navy, to proceed in prize schooner *Star* to Galveston Bar.

U. S. STEAM SLOOP BROOKLYN,
Off Brazos Santiago, Tex., May 30, 1863.

SIR: You will proceed in the U. S. prize schooner *Star*, tender to the U. S. steam sloop *Brooklyn*, to Galveston Bar, and report your arrival there to the commanding officer on blockade.

Your armament and crew will consist of one 12-pounder howitzer; Joseph Wright, quartermaster; John Stone, ordinary seaman; Westling Zerman, ordinary seaman; Cornelius Reed, landsman; John Rowland, ordinary seaman; Charles Beyer, seaman, and Thomas Cottar, landsman. Should you encounter on the passage any vessel loaded with cotton which has come out of a Southern port, you will capture her as a prize to the U. S. steam sloop *Brooklyn*, taking care to preserve all the papers you find on board, and to protect the cargo with which she is loaded from pillage.

You will be provisioned for ten days.

Very respectfully,

H. H. BELL,
Commodore.

Acting Master's Mate HENRY D. JONES,
U. S. Steam Sloop Brooklyn.

Order of Commodore Bell, U. S. Navy, to Acting Master's Mate Beardsley, U. S. Navy, to proceed for the delivery of schooner *Star* to prize court at Key West.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, June 1, 1863.

SIR: Proceed with the schooner *Star* under your charge to the port of Key West, Fla., and there deliver her, together with the accompanying papers and the persons retained as witnesses, to the judge of the U. S. district court, or to the U. S. prize commissioners at that place, taking his or their receipt for the same. You will not deliver either her, the papers, the witnesses, or the cargo to the order of any other person or persons unless directed to act otherwise by the Navy Department or flag-officer commanding the squadron.

The schooner *Star* was seized by this vessel, lying to an anchor inside of the bar, Brazos Santiago, Tex., a rebel port. She was abandoned and had neither persons, papers, colors, nor cargo. Of the circumstances attending the case, Joseph Wright, quartermaster, U. S. Navy, and one of the prize crew, is sufficiently aware, and will communicate them when required to do so by competent authority. The said schooner *Star* contains 12 boxes sundries, which were abandoned and seized on shore at Point Isabel, Tex., a rebel port, on the 30th day of May, 1863, by the boats of this ship. Also 18 bales of cotton seized in sloop *Kate*, 6 $\frac{3}{4}$ tons, of Houston, Tex., by the boats of this ship on the 28th May, 1863, in 9 fathoms water, Point Isabel light-house bearing per compass west by north, 8 miles distant. The said sloop *Kate* being considered unsafe for distant navigation, these 18 bales cotton were transhipped from her. Joseph Wright, quartermaster, U. S. Navy, one of the prize crew, is acquainted with the circumstances of all the foregoing cases. Also 39 bales cotton transhipped from sloop *Blazer*, 17 tons, from Velasco, Tex., without papers, captured by this ship on the 27th May, 1863, in latitude 26° 40' N., longitude 96° 22' W. Christopher E. Delaney, captain, and Frank Luis, one of the crew of the said sloop *Blazer*, are put in your charge as witnesses, for whose safe-keeping you are responsible.

On your arrival at Key West, and immediately after you have visited the judge or prize commissioners, you will call upon the U. S. district attorney thereat, show him these instructions, and give him any information concerning the seizures he may solicit. Then you

will next report yourself in person to the commanding officer of the station thereat, show him also these instructions, and ask his directions, when needed, as to the disposition of yourself and the rest constituting the prize crew. Finally, when duly notified by the judge, prize commissioners, or district attorney that your services are no longer wanted by the court, you will at once return to your vessel, taking with you the men, their arms and ammunition under your command, and the receipt above alluded to unless otherwise ordered by superior authority.

You will receive herewith a communication for the Secretary of the Navy, giving him a detailed account of the seizure. This you will mail immediately on your arrival at Key West.

Your attention is called to the annexed circular, lately issued from the Navy Department, to which have been added, since it was issued, the words, in the last paragraph, beginning with "together with a descriptive list," etc., which you will see is complied with in every particular before sailing with your prize.

Very respectfully, your obedient servant,

H. H. BELL,

Commodore, Commanding U. S. Steam Sloop Brooklyn.

Acting Master's Mate ROBERT BEARDSLEY,

U. S. Steam Sloop Brooklyn.

Report of Colonel Duff, C. S. Army.

HEADQUARTERS LINE OF THE RIO GRANDE,
Fort Brown, May 31, 1863.

SIR: I have the honor to report for the information of the general commanding [H. P. Bee] that on yesterday morning about 6 o'clock four launches, each carrying one gun and 35 to 40 men, from the U. S. frigate *Brooklyn*, effected a landing at Point Isabel. On discovering the approach of the boats, Lieutenant [J. B.] Ammons, of the Thirty-third Texas Cavalry, in command of a small detachment of 11 men at the Point, burned the schooner *Eager*, lying at the wharf loaded with merchandise, and retired a short distance. The Yankees fired a few rounds at our troops without effect, and, taking possession of a small schooner which has for some time been in charge of the custom-house officers, reembarked and left. In their haste to get off they ran the stolen schooner aground and set her on fire.

Lieutenant Ammons approached the boats sufficiently close to get a shot at the party; with what success he is unable to report.

I regret that the detachment of my command at Point Isabel was so small and so badly armed as to entirely preclude an engagement with the enemy, and I would earnestly ask that steps be taken to more thoroughly arm my regiment. I am placed in a position where the services of every man in my command are required, and it is absolutely necessary that the means be placed at my disposal to render them efficient.

I have the honor to be, colonel, your obedient servant,

JAMES DUFF,

Colonel Thirty-third Regiment Texas Cavalry, Commanding.

Lieutenant E. R. TARVER,

Aid-de-Camp.

List of vessels attached to the West Gulf Blockading Squadron, June 1, 1863.

Name.	Commanding officer.	Class and station.
Pensacola	Commodore H. W. Morris	Steamer. New Orleans.
Brooklyn	Commodore H. H. Bell	Steamer. Galveston blockade.
Hartford	Commodore J. S. Palmer	Steamer. Above Port Hudson.
Monongahela	Captain M. Smith	Steamer. Flagship.
Colorado	Captain J. R. Goldsborough	Steamer. Mobile blockade.
Lackawanna	Captain J. B. Marchand	Do.
Oneida	Captain G. F. Emmons	Steamer. Special service West India Squadron.
Richmond	Captain J. Alden	Steamer. Below Port Hudson.
Portsmouth	Commander L. C. Sartori	Sloop. Head o' the Passes.
Bienville	Commander J. R. M. Mullany	Gunboat. Coast of Texas.
Genesee	Commander W. H. Macomb	Gunboat. Below Port Hudson.
Essex	Commander C. H. B. Caldwell	Ironclad. Below Port Hudson.
New London	Commander Abner Read	Gunboat. New Orleans, repairing.
Potomac	Commander A. Gibson	Frigate. Pensacola Bay.
Owasco	Lieut. Commander J. Madigan	Gunboat. Texan blockade.
Aroostook	Lieut. Commander S. R. Franklin	Gunboat. Mobile blockade.
Albatross	Lieut. Commander J. E. Hart	Gunboat. Above Port Hudson.
Pembina	Lieut. Commander J. Young	Gunboat. Ordered North.
Pocahontas	Lieut. Commander W. M. Gamble	Do.
Kanawha	Lieut. Commander W. K. Mayo	Do.
R. R. Cuyler	Lieut. Commander J. E. Jouett	Do.
Kennebec	Lieut. Commander J. H. Russell	Do.
Itasca	Lieut. Commander R. F. R. Lewis	Gunboat. Coast of Texas.
Sciota	Lieut. Commander E. W. Henry	Gunboat. Galveston blockade.
Katahdin	Lieut. Commander P. C. Johnson	Gunboat. Coast of Texas.
Kineo	Lieut. Commander J. Watters	Gunboat. Below Port Hudson.
Winona	Lieut. Commander A. W. Weaver	Gunboat. River patrol.
Pinola	Lieut. Commander J. Stillwell	Gunboat. Mobile blockade.
Vincennes	Lieut. Commander H. A. Adams	Sloop. Ship Island.
Cayuga	Lieut. Commander W. H. Dana	Gunboat. Coast of Texas.
Estrella	Lieut. Commander A. P. Cooke	Gunboat. Atchafalaya.
Clifton	Actg. Vol. Lieut. F. Crocker	Gunboat. New Orleans, repairing.
Relief	Actg. Vol. Lieut. B. D. Manton	Storeship. Ship Island.
Corpheus	Actg. Vol. Lieut. A. T. Spear	Yacht. Lake Pontchartrain.
Rachel Seaman	Actg. Vol. Lieut. Q. A. Hooper	Schooner.
W. G. Anderson	Actg. Vol. Lieut. Fred S. Hill	Bark. New Orleans, repairing.
Sachem	Actg. Vol. Lieut. A. Johnson	Gunboat.
Arizona	Actg. Vol. Lieut. D. P. Upton	Gunboat. Above Port Hudson.
Henry James	Actg. Vol. Lieut. L. W. Pennington	Mortar. Below Port Hudson.
Arthur	Actg. Vol. Lieut. T. F. Wade	Bark. Coast of Texas.
Tennessee	Actg. Vol. Lieut. G. Wiggan	Transport. New Orleans, fitting up.
J. P. Jackson	Actg. Master N. D'Oyley	Gunboat. Mississippi Sound.
Calhoun	Actg. Master M. Jordan	Gunboat. New Orleans, repairs.
Kensington	Actg. Master C. Huggins	Gunboat. Ordered north, repairs.
Orvetta	Actg. Ensign E. O. Adams	Mortar. Below Port Hudson.
John Griffith	Actg. Master H. Brown	Do.
Sarah Bruen	Actg. Master A. Christian	Do.
Sea Foam	Actg. Master D. C. Woods	Mortar brig. Below Port Hudson.
O. H. Lee	Actg. Master W. Godfrey	Do.
Horace Beals	Actg. Master D. P. Heath	Barkentine. Below Port Hudson.
Bobio	Actg. Master G. W. Browne	Brig. Pensacola Bay.
Charlotte	Actg. Master E. D. Bruner	Schooner. Pensacola Bay.
Maria A. Wood	Actg. Master S. C. Cruse	Schooner. Petit Bois [Island] Pass.
Nightingale	Actg. Master D. B. Horne	Ship. Pensacola Bay.
Pampero	Actg. Master F. E. Ellis	Ship. South West Pass, Mississippi River.
J. C. Kuhn	Actg. Master R. G. Lee	Store bark. New Orleans.
Fearnot	Actg. Master D. S. Murphy	Do.
Sam Houston	Actg. Master C. W. Pratt	Dispatch schooner. Dispatch vessel to Pensacola.
Antona	Actg. Master C. T. Chase	Steamer. Transport.
Hollyhock		Tug. Transport.
Ida		Do.

Very respectfully submitted by your obedient servant,
D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.
Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Mullany, U. S. Navy, regarding condition of affairs in the harbor of Galveston.

U. S. S. BIENVILLE,
Off Galveston, Tex., June 1, 1863.

SIR: I have the honor to report to you that nothing of interest has transpired in or around the harbor of Galveston since you left here on the 25th ultimo.

The *Cayuga* arrived from off Sabine Pass on the 29th ultimo, took on board 30 tons of coal, and sailed again the same day for her station.

The *New London* put back for coal, took on board 25 tons from the *Owasco*, and sailed again for New Orleans.

The sloop *Blazer*, prize to the *Brooklyn*, arrived here on the 30th ultimo, and the schooner *Star*, also a prize to the *Brooklyn*, this morning. I sent to the sloop a 500-pound kedge and a 6-inch hawser, as her own ground tackling was insufficient to hold her.

The schooner *Forest King* has on board for delivery about 225 tons of coal.

Very respectfully, your obedient servant,

J. R. M. MULLANY,
Commander.

Commodore H. H. BELL,
Commanding U. S. Naval Forces off Coast of Texas.

U. S. S. BIENVILLE, June 1, 1863.

Memorandum of order addressed to Commander Mullany and Acting Masters McFarland and Frank Smith, to survey hull and equipments of prize sloop *Blazer*, captured by the *Brooklyn*. Survey valued sloop at \$100.

Memorandum of orders appended to the orders of Commodore Bell to Acting Master Lyman Wells, commanding U. S. S. Antona.

The U. S. gunboat *Cayuga* will be stationed off the Rio Grande. You will communicate with her commander from time to time and cooperate with him in looking after the interests of the United States.

J. R. M. MULLANY,
Commander, Senior Officer Present.

General instructions from Rear-Admiral Farragut, U. S. Navy, to Commodore Morris, U. S. Navy.

FLAGSHIP MONONGAHELA,
Port Hudson, June 1, 1863.

DEAR COMMODORE: Do not allow the tug to remain at New Orleans any longer than is necessary to get in her stores, and if she breaks down, send up the *Reliance*. I must have a vessel here all the time, until this place is taken.

See if you can get a mast for the *Kineo*; she ran foul of the *Richmond* and carried it away.

Let me know if there is any news from Mobile or Pensacola that requires my attention.

Send my mails up as they arrive after you open and see if there is anything that requires your immediate action.

Get the *Clifton* into the [Mississippi] Sound [as soon] as possible, for I have no doubt Buchanan has some idea of going through Grant's Pass. That was what he wanted the flag of truce for—to find out the depth of water beyond the pass inside, but I do not believe he can get any of the gunboats through.

I wish you would push the work forward on the *Tennessee*. If Paymaster Bradford arrives, let him stay with my mess until I come down, unless he has particular business with me; in that case send him up in the first boat.

We are well supplied now with munitions of war.

Yours, truly,

D. G. FARRAGUT,
Rear-Admiral.

[Commodore MORRIS.]

Report of Rear-Admiral Farragut, U. S. Navy, to the Secretary of the Navy, regarding vacancies.

No. 102.]

FLAGSHIP MONONGAHELA,
Port Hudson, June 1, 1863.

SIR: I have to inform the Department that there are required to fill vacancies in this squadron 3 lieutenants (regular), 12 acting masters, 12 acting ensigns, 20 acting master's mates, 6 assistant surgeons, 15 second and third class engineers, a paymaster for the *Sciota*, 25 first-class firemen, 30 second-class firemen, 50 coal heavers, 200 men.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commodore Bell, U. S. Navy, regarding the departure of Texan troops from Brownsville.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, Tex., June 2, 1863.

SIR: Upon the recent visit of the *Brooklyn* to the Rio Grande, May 29, I heard that the last of the Texan troops left Brownsville on that day; but I did not learn what was their destination, though it is inferred that they were marched into Louisiana, and the line of the Rio Grande is believed to be now free from their presence.

It was also reported that General Miramon, who is understood to be in the interest of the church and French party, is in Matamoras. I did not hear in what capacity he could be there.

The Mexicans are said to have been exceedingly cautious as to what they said of affairs over on the Texan side of the river.

I am, very respectfully, your obedient servant,

H. H. BELL,
Commodore.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington City, D. C.

Report of Commodore Bell, U. S. Navy, commanding U. S. S. Brooklyn, regarding naval operations off the coast of Texas.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, June 2, 1863.

SIR: After lying off this port four days, I left Commander J. R. M. Mullany in the *Brenville* in charge of the blockade on the 25th of May, and proceeded down the coast of Texas as far as the Rio Grande, to ascertain the amount of the interior coast trade and its exit, and also to communicate with Mr. L. Pierce, consul for the United States at Matamoras to enquire further about the privateers which he had represented to you, March 13, as fitting out at Brazos Santiago. I saw at Pass San Luis two river steamboats and one schooner; at Lavaca, one river steamboat, one schooner, and a sloop; otherwise the coast looked quite dead. The U. S. schooner *Rachel Seaman* was off the latter port. At Pass Cavallo I edged off from the coast toward sunset, and next morning at 8 a. m., May 27, in latitude $26^{\circ} 40' N.$, longitude $96^{\circ} 22' W.$, I captured sloop *Blazer*, 17 tons, loaded with 39 bales cotton, Christopher E. Delaney, master, and crew of 3 men, loaded at Houston, and out from Velasco, bound for Matamoras. She was without ship's papers. I sent her to Galveston Bar, and that night I anchored off the Rio Grande. Next morning I counted 68 sails to anchor in the offing and a forest of smaller craft inside of the river, some of them loading and unloading the outside shipping. Also a French man-of-war steamer (side wheel) and one British merchant propeller, brig-rigged. Observing a sloop to the northward, I got underway and at 8 a. m., May 28, in 9 fathoms of water, light-house at Point Isabel bearing per compass W. by N., distant 8 miles, I seized sloop *Kate* $6\frac{1}{2}$ tons, with 18 bales cotton, Peter Miller, master, and crew of two men; secured her papers. She loaded at Houston and came out at Velasco, and being too small for distant navigation at sea, I took on board her cotton for safe-keeping. I observed inside of Brazos Santiago two large schooners and two sloops, and returned to the Rio Grande, where I anchored about noon in $5\frac{1}{2}$ fathoms, mouth of the river bearing per compass S. W., distant $2\frac{1}{2}$ miles. I immediately sent a boat to the Mexican shore with a letter (copy marked No. 1) for the U. S. consul at Matamoras and to enquire for a pilot for Point Isabel. At 11 a. m., 29th, May, I received a reply to my letter from the U. S. consul at Matamoras (copy marked No. 2), and supposing the two schooners which I saw yesterday inside of the Brazos Santiago to be the privateers referred to in his letter, I ran the ship up to that bar at midnight, and at 2 a. m., May 30, sent in an expedition of four boats and 87 men under Lieutenant-Commander Chester Hatfield to capture the vessels lying there and to spike a battery of three guns which was said to be established there at Point Isabel. The boats brought out one schooner of 100 tons, called the *Star*; she was found deserted and without cargo or papers; also a fishing scow and two fishermen. The boats captured at Point Isabel a sloop of 100 tons with an assorted cargo and a crew of three men. She had no papers, but an English ensign was found on board, and the crew said she was the *Victoria*, from Jamaica, that her captain left her the night before expecting the attack.

In attempting to bring her out she grounded and was burned. The names of her crew are Luis Obbits, Peter Stafford, and Joseph Johnson.

A large quantity of her goods was found on the wharf abandoned. The boats took on board 12 boxes medicines, tin, and spelter, and broke up and threw the rest into the water.

As the boats approached Point Isabel the rebels set fire to a large schooner and a house on the point. They also attempted to blow up the light-house, but only blew out the fixtures. No battery was observed and no resistance was offered; ten or twelve mounted guerillas appeared, but fled at the discharge of a howitzer. The boats returned to the ship about 11 a. m., having had a worthy man, John Newman, seaman, who shipped December 18, 1861, at Philadelphia, killed by the accidental discharge of a musket from the hands of a marine. I paroled the five prisoners captured at Point Isabel, and five others taken in the sloops *Blazer* and *Kate*, and sent them into Brazos Santiago in the little sloop *Kate*, viz, Henry Robb, John Lang, Peter Miller, Henry Fortman, Frank Mower, Luis Obbits, Peter Stafford, Joseph Johnson, Simon L. Holland, and Theodore Holland.

Christopher E. Delaney, master of sloop *Blazer*, and Frank Luis have been sent to Key West in the schooner *Star* as witnesses. The persons captured at Point Isabel assured me that they had neither seen nor heard of a privateer going out from Brazos Santiago, and I have heard of no depredations on our commerce. I infer, therefore, that the consul was misinformed as to privateers fitting out there.

The *Brooklyn* returned yesterday to this bar. When passing Velasco saw one steamboat and one schooner in the river.

Considering the sloop *Blazer* unfit for making the voyage to Key West I transferred her cargo of 39 bales cotton and the 18 bales taken out of the sloop *Kate*, and also the 12 boxes of sundries seized at Point Isabel, to the prize schooner *Star*, captured at Brazos Santiago, and dispatched her to-day in charge of Acting Master's Mate Robert Beardsley, to Key West for adjudication.

Acting Master Thomas Pickering, who conveyed my letter for the consul ashore to Bagdad and went again the next day for his reply, called by my direction on the commandant to have the letters forwarded, which was promptly done.

Mr. Pickering observed an extreme reserve on the part of the officer and everyone else in speaking of things on the Texas side. They affected to be profoundly ignorant of everything on the point opposite, professing even not to know whether a battery or soldiers are there or not.

The only piece of information that we obtained was that the last of the Texan soldiers left Brownsville on the morning of the 29th, whither no one knew. It is my own impression that every soldier that Magruder can raise has been hurried off to Louisiana, where they intend to fight the Texan battles, and that the line of the Rio Grande may at this time be occupied by 2,000 men without the loss of a man.

The *Montezuma*, a French man-of-war side-wheel steamer, mounting six guns, lies to an anchor off the Rio Grande, in 6 fathoms on the Mexican side. She has been there four weeks, and I understand she stops the landing of arms, munitions, and army clothing, and that such things are now lightered thence occasionally through Brazos Santiago.

The officers from that ship visiting me assured me that they had not sent a boat either to the Texan or Mexican shore since their arrival. Persons captured on the two sloops informed me that the *Harriet Lane*

lies at Clopper's Bar, above Red Fish Bank, having a few men on board.

She had a crew who were taken out of her some weeks ago and sent to Berwick Bay. Her lower masts were never taken out, but top-masts and yards are struck. One of the coal barks is on the bar near her, and the other is inside the river. They intended sending her to England, but gave it up in consequence of her carrying only ten days' coal—in other words, they can't make a privateer of her.

I shall send down one of the gunboats or the *Bienville* as soon as the court which you have ordered shall have completed its business.

June 17.—I sent the *Itasca*, Lieutenant-Commander R. F. R. Lewis, down to Brazos Santiago on the 13th to look after the blockade in that quarter.

Very respectfully, your obedient servant,

H. H. BELL,
Commodore.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron, New Orleans.

Report of Commodore Bell, U. S. Navy, regarding affairs on the coast of Texas, and transmitting reports.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, Tex., June 2, 1863.

SIR: I have the honor to inform you that I left this blockade on the 25th May in charge of Commander J. R. M. Mullany in the steamer *Bienville*, and proceeded in the *Brooklyn* off the Rio Grande to enquire into the truth of one or more privateers having been fitted out from Brazos Santiago. Upon my arrival there on the 28th I dispatched a letter (copy marked No. 1) to Mr. L. Pierce, consul for the United States at Matamoras, and receiving his reply (copy marked No. 2) on the 29th I proceeded that night to Brazos Santiago, and at 2 a. m., May 30, sent an expedition of four boats and 87 men, in charge of Lieutenant-Commander Chester Hatfield, across the bar to capture two schooners and two sloops which I had observed lying there near Point Isabel light-house, and to spike the guns of a battery which I heard was established there. The boats encountered no resistance and saw no battery. One howitzer was fired at ten or twelve mounted men, who rode off. As the boats approached, the people ashore burned a large schooner and a dwelling house near the light-house, and in attempting to blow up the latter only blew out its fixtures. The boats captured one schooner named the *Star*, of 100 tons, without a crew, cargo, or papers. Also a sloop of 100 tons, lying near the light-house, with an assorted cargo and three men on board, named Luis Obbits, Peter Stafford, and Joseph Johnson. No papers were found. Her captain left her the night before, fearing her capture. A British ensign was found on board, and the men found on board said she was the sloop *Victoria*, from the island of Jamaica. She had been in there about three weeks, having cleared for Matamoras. In bringing her out she ran aground and was burned with her cargo. The boats found a quantity of brandy, wine, medicines, spelter, and tin on the wharf, abandoned; and loading up with 12 boxes medicines, spelter, and tin,

they broke up and threw into the water the rest of the goods. The men taken there say they have not heard of any privateer fitting or sailing from Brazos Santiago, and I have heard of no depredations upon our trade in these waters.

In latitude $26^{\circ} 40' N.$, longitude $96^{\circ} 22' W.$, on the 27th May, this ship seized sloop *Blazer*, of 17 tons, loaded with 39 bales cotton; Christopher E. Delaney, master, and a crew of three men. No ship's papers were found. She loaded at Houston and came out at Velasco, bound for Matamoras. I sent her to meet me off Galveston, and at 8 a. m., 28th May, in 9 fathoms water, Point Isabel light-house, bearing W. by N., distant 8 miles, I seized sloop *Kate*, of $6\frac{1}{2}$ tons, loaded with 18 bales cotton; Peter Miller, master, and crew of two men. She loaded at Houston and came out from Velasco, bound for Matamoras. Her papers were secured. She being too small to make a sea voyage, I received her 18 bales cotton on board, and on the 30th May I paroled her own crew, also the crew of the *Blazer* and the men captured at Point Isabel, and putting them all in her, with water and provisions for two days, sent them into Brazos Santiago or Point Isabel. Their names are Henry Robb, John Lang, Peter Miller, Henry Fortman, Frank Mower, Luis Obbits, Peter Stafford, Joseph Johnson, Simon L. Holland, and Theodore Holland.

Christopher E. Delaney, master of sloop *Blazer*, and Frank Luis have been sent to Key West in the schooner *Star* as witnesses.

I regret having to inform the Department that John Newman, seaman, from Poughkeepsie, N. Y., who enlisted December 18, 1861, at Philadelphia, a worthy man, was accidentally killed on the expedition by a shot from a musket in the hands of one of the marines.

I returned hither yesterday, and finding the sloop *Blazer* leaking badly and unfit for making a voyage to Key West, I had her appraised (paper marked No. 3), and her cotton, 39 bales; also the cotton from sloop *Kate*, 18 bales, and the 12 boxes of sundries seized at Point Isabel, put on board of the schooner *Star* and dispatched her to-day, in charge of Acting Master's Mate Robert Beardsley, for Key West for adjudication. No other United States vessel of war than the *Brooklyn* was in sight at the time the captures were made. Her muster roll is forwarded herewith.

The French man-of-war steamer *Montezuma* (side-wheel), mounting six guns, lies off the Rio Grande in 6 fathoms, on the Mexican side. She has been there four weeks and has not landed a boat on either the Texan or Mexican shore. I understand she stops all arms, munitions, and army clothing going in, and those articles are now occasionally lightered round through Brazos Santiago. One British mercantile screw steamer, brig-rig, lies there. The other vessels, 66 in all, are sailing vessels.

I will send a gunboat in that direction within the next four days.

Persons in both sloops inform me that the steamer *Harriet Lane* lies in the upper bay at Clopper's Bar. She had a crew on board ready for sea, but they were taken out of her some weeks ago and sent to Berwick Bay. One of the coal barks lies on the bar near her, the other bark is in Buffalo Bayou. Seven steamboats are in the bay; two of them, the *Bayou City* and *Diana* are rams clad with 1-inch iron forward and barricaded with cotton. One or both of them lies

constantly in sight of us, behind the battery at Pelican Spit; steam on every night and down during the day.

I am, very respectfully, your obedient servant,

H. H. BELL,
Commodore.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington City, D. C.

[Enclosures.]

U. S. STEAM SLOOP BROOKLYN,
Off the Rio Grande, Texas, May 28, 1863.

SIR: I came to an anchor last night off the Rio Grande to ascertain of you whether a privateer of any description has been fitted out from or has sailed from the Brazos Santiago or this port, and whether the commerce of the United States has been molested by privateers in these waters.

I would be thankful for any information you may give me as to vessels, trade, and cotton in Brazos Santiago, Aransas, and the coast of Texas generally.

My stay here will be no longer than is necessary to communicate with you.

If you could come off to the ship I would be very happy to see you.

I am, very respectfully, your obedient servant,

H. H. BELL,
Commodore.

L. PIERCE, JR.,
Consul for the United States at Matamoras, Mexico.

U. S. CONSULATE,
Matamoras, May 28, 1863.

SIR: I have the honor to acknowledge receipt of your communication this evening. Two small schooners have sailed from Brazos Santiago, one about three weeks ago and another a few days later. The first carried two guns; of the other, it is only rumored that she also had two. One of them had been waiting off the port some days for the bark *Reindeer* (American), which I was loading with refugees from Texas. The bark got out on Monday night, and as she is very fast I trust she is out of danger.

The schooner *General C. C. Pinckney*, from New York, was boarded in this port by a party of rebels, captured, and taken into Brazos. The sloop *Lapwing*, while coming in over the bar, was also boarded and captured, and all our American vessels have been afraid to hoist their colors while here for fear of some similar outrage.

I have the official certificate of the captain of the port that the *Pinckney* was in Mexican waters.

As to running the blockade at the Brazos, vessels have been going in and out at their convenience.

Mr. J. W. Zacharie, who has already spent a few days in Fort Lafayette, has received four cargoes through that port within a month. A cargo of arms from or via Jamaica has also entered there, and from the commotion among our registered enemies since your arrival, I should judge that more were expected.

I was informed yesterday that an English vessel, now lying in this port, had a quantity of arms and army shoes on board, and that the French frigate had refused to allow her to land them. No supplies of any description are brought to this port for the Mexican army, and if there should be such a cargo below it will be taken to the Brazos by lighters.

I enclose also copy of a letter from the consul at Tampico, by which it would seem that many vessels are running into that port, and as there has been no ship of war there, the trade is increasing.

As most of the loafers at the mouth of the river are rebel cut-throats and have no friendly feeling toward my person, I do not think it would be prudent for me to go down without a large escort, which can not be got here, as they are all gone to fight the French. Otherwise I should be happy to accept of your polite invitation.

I am, sir, very respectfully, your most obedient,

L. PIERCE, Jr.,
U. S. Consul.

Commodore H. H. BELL,
U. S. S. *Brooklyn*, Coast of Texas.

Order of Commodore Bell, U. S. Navy, to Lieutenant-Commander Henry, U. S. Navy, commanding U. S. S. Sciota, to proceed to Sabine Pass.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, June 3, 1863.

SIR: Proceed in the *Sciota* to Sabine Pass to blockade there during the absence of the *Owasco* and *Cayuga*, who are ordered down here for two or three days.

In blockading alone you will keep well off the land.

Very respectfully,

H. H. BELL,
Commodore.

Lieutenant-Commander E. W. HENRY,
Commanding U. S. Gunboat *Sciota*, off Galveston.

Letter from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, regarding the detention of ironclads on the Atlantic coast.

NAVY DEPARTMENT, June 3, 1863.

SIR: Operations are to be continued on the Atlantic coast which will prevent the departure of the ironclads into the Gulf during the summer. I trust you will be able to hold your position off Mobile in spite of the preparations of the rebels in that harbor under Admiral Buchanan.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Comdg. Western Gulf Blockdg. Squadron, New Orleans.

Letter from the Secretary of the Navy to the Secretary of State, regarding measures for the restriction of traffic in the Rio Grande.

NAVY DEPARTMENT, June 9, 1863.

SIR: In acknowledging the receipt of the copy of dispatch* No. 51 from the vice-consul at Havana, transmitted to me with your letter of the 6th instant, I have the honor to state that the suggestions therein contained are worthy of consideration. It is, in every point of view, important that early and effective measures should be taken not only to interdict the traffic carried on with the rebels on the Rio Grande, but to afford protection to loyal citizens in western Texas.

I shall send a copy of the vice-consul's dispatch to Rear-Admiral Farragut, and direct his attention to the subject; but without a military occupation of Brownsville, I apprehend the naval force alone will be insufficient to either blockade or protect our interests in that quarter. The navigation of the Rio Grande must be left unobstructed, and until the left bank of the river shall be occupied by our troops a large portion of the cargoes that are formally cleared for Matamoras have a contingent destination for Texas. Most of the shipments to Matamoras will, until such occupation, pass into the rebel region.

The subject is one demanding the attention of the Government at the earliest available moment.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Hon. WM. H. SEWARD,
Secretary of State.

Letter from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, advising the presence of one or more vessels of war in the Rio Grande.

NAVY DEPARTMENT, June 9, 1863.

SIR: I transmit herewith a copy of a dispatch dated the 30th ultimo, received by the Secretary of State from Mr. Savage, the vice-consul of the United States at Havana, and communicated to this Department, in reference to the perils to which loyal citizens are exposed on the Rio Grande in endeavoring to escape from Texas, and to the capture of American vessels by guerrilla bands while at anchor in or near the mouth of that river. I also enclose copies of two dispatches on this subject, dated the 26th of March and 25th of April, received by the Secretary of State from Mr. Pierce, U. S. consul at Matamoras.

I desire to call your attention to the condition of affairs about the Rio Grande, as indicated in these dispatches, and to present the importance of affording protection and aid to loyal citizens and to our commerce in that quarter.

It is scarcely to be expected that our naval force alone, without a military occupation of Brownsville, Tex., will be sufficient to interdict the traffic carried on with the rebels via Matamoras, but the presence of one or more vessels of war in that vicinity will give better security

* Not found.

to our loyal citizens, prevent open outrages upon them, and guard against the capture of our vessels engaged in lawful commerce.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral D. G. FARRAGUT,
Comdg. West Gulf Blockdg. Squadron, New Orleans.

Letter from the Secretary of the Navy to the Secretary of State regarding measures for protection of commerce in the Rio Grande.

NAVY DEPARTMENT, June 9, 1863.

SIR: I have the honor to acknowledge the receipt of your letter of the 2d instant, enclosing copies of dispatches dated 26th March and 25th of April last, from the U. S. consul at Matamoras, relative to the seizure of an American vessel, the kidnaping of Colonel Davis and others, and the capture of the *Lapwing* by the rebels.

I have called Rear-Admiral Farragut's attention to the condition of affairs about the Rio Grande, and to the importance of having one or more vessels of war there. It is hoped that the attention of the Mexican authorities will be called to the outrages committed upon citizens of the United States within their jurisdiction.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Hon. WM. H. SEWARD,
Secretary of State.

Letter from Brigadier-General Emory, U. S. Army, to Commodore Morris, U. S. Navy, requesting the aid of a gunboat for the protection of Brashear City.

HDQRS. DEFENSES OF NEW ORLEANS, June 9, 1863.

I have just learned that Brashear City is threatened by a formidable force. Have you a gunboat you can send around there? If so, oblige me by sending it off with all possible dispatch. With the aid of a gunboat, I do not doubt the place can be held. There are so many sick it can not be abandoned without time and loss.

I have the honor, sir, to be, your obedient servant,

W. H. EMORY,
Brigadier-General, Commanding.

Commodore [HENRY W.] MORRIS.

[Telegram.]

HDQRS. DEFENSES OF NEW ORLEANS, June 9, 1863.

Yours received. All quiet at Brashear City. The guns and ammunition have reached there. The *Hollyhock* left here at 5 o'clock this evening. Nothing from the boats in the Plaquemine.

W. H. EMORY,
Brigadier-General, Commanding.

Lieutenant-Colonel IRWIN,
Assistant Adjutant-General.

Order of Major-General Banks, U. S. Army, to Brigadier-General Emory, U. S. Army, urging the presence of a gunboat.

HEADQUARTERS DEPARTMENT OF THE GULF,
Before Port Hudson, June 10, 1863.

GENERAL: Your dispatch in regard to removing the guns from Fort Chêne received. The commanding general wishes you to urge upon Commodore Morris the necessity of sending the gunboat at once. If it is necessary, however, you can order the removal of the guns. Please report when the boat will go around.

Very respectfully, your obedient servant,

RICH'D B. IRWIN,
Assistant Adjutant-General.

Brigadier-General W. H. EMORY,
New Orleans.

Report of Commodore Bell, U. S. Navy, regarding the arrival of H. B. M. S. Styx, for communication with the British consul at Galveston.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, June 12, 1863.

SIR: On the 8th instant H. B. M. S. *Styx* arrived from New Orleans, and having anchored outside of me, Captain Ward, her commander, visited me and expressed a wish to confer with the British consul. I pointed out to him the beacon on the flats, where he should display the white flag and British ensign, and a boat from the forts would come out to him. In that manner he communicated with his consul, who came out that far on the 9th, where he was met by one of the *Styx's* boats, which received him and conveyed him to that vessel. After a visit of about two hours, he was conveyed back to the shore as he came. Captain Ward then sent an officer to me saying he was going to Havana and would take any letters I would wish to send. He steamed away at 4 p. m.

Very respectfully, your obedient servant,

H. H. BELL,
Commodore.

Rear-Admiral D. G. FARRAGUT,
Comdg. Western Gulf Blockading Squadron, New Orleans, La.

Order of Commodore Bell, U. S. Navy, to Lieutenant-Commander Madigan, U. S. Navy, commanding U. S. S. Owasco, to proceed to Sabine Pass.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, June 13, 1863.

SIR: You will proceed in the *Owasco* to Sabine Pass and take command of the blockade at that place.

Upon your arrival at Sabine you will immediately order the *Sciota* to return to this station and report to the commanding officer of the blockade here.

Very respectfully,

H. H. BELL,
Commodore.

Lieutenant-Commander J. MADIGAN, JR.,
Commanding U. S. Gunboat Owasco, off Galveston.

Order of Commodore Bell, U. S. Navy, to Lieutenant-Commander Lewis, U. S. Navy, commanding the U. S. S. Itasca, to blockade Brazos Santiago.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, June 13, 1863.

SIR: You will proceed in the *Itasca* to Brazos Santiago and stop the trade through that inlet, where the U. S. consul at Matamoras represented vessels as frequently going in and out, some of them lightering contraband of war, arms, munitions, military clothing, etc., from the Rio Grande, which the French have stopped in that direction. You will look carefully after one or more privateers, schooners, which have been reported as going out from Brazos, and you will also extend your visits and observations to the Rio Grande, where there is an extensive trade in contraband, and which it is desirable to break up as far as it may be in your power. I would suggest your anchoring always on the United States side of the boundary line, which, by treaty with Mexico, 1848, is defined as "commencing in the Gulf of Mexico 3 leagues from the land opposite the mouth of the Rio Grande, or opposite the mouth of its deepest branch, if it should have more than one mouth emptying directly into the sea, thence up the middle of the river following the deepest channel." You will return to this blockade by the 25th instant, looking into the intermediate inlets, viz, Corpus Christi, Aransas, Pass Cavallo, Velasco, San Luis, and report the number of vessels you may see inside of them.

You are requested to economize your coal.

Very respectfully,

H. H. BELL,
Commodore.

Lieutenant-Commander R. F. R. LEWIS,
Commanding U. S. gunboat *Itasca*, off Galveston.

Report of Rear-Admiral Farragut, U. S. Navy, referring to the raising of the U. S. S. Indianola.

FLAGSHIP MONONGAHELA,
Port Hudson, June 13, 1863.

SIR: In my report of [April 6] I informed the Department that I had not been able to find the wreck of the ironclad gunboat *Indianola*.

It appears that I was deceived by the people who represented the vessel on the right bank of the river as the *Indianola*, which it appears was the mock or sham gunboat.

Acting Rear-Admiral Porter informed me that he had visited the *Indianola*, and found that she would be out of water by this time, and that he had suggested to the Department the propriety of making a contract for raising her. We have vessels of Admiral Porter's in her immediate vicinity now all the time.

The two guns, the IX and XI inch, are on a battery near Shreveport, so stated to me by one of the engineers of the *Webb*, whom we took prisoner a few days since. I informed the Department of my sending the *Albatross*, *Arizona*, and *Estrella* up to reconnoiter Fort De Russy before venturing up to Alexandria, and I have every reason to believe

that if the officers had done their duty in supporting Lieutenant-Commander Hart the steamers which attacked the *Albatross* (*Grand Duke* and *Mary T.*) would both have been captured and the guns of the *Indianola*, or some other guns, recaptured, as Commander Hart said he saw the guns upon the lighter.

The engineer of the *Webb* informed me that the *Albatross* put a shot through the steam pipe of the *Mary T.*, cutting 3 feet of it and scalding badly several of her men. An explosion also took place on board the *Grand Duke*, burning several of her crew, some mortally, resulting from the igniting of some cartridges. Thus both vessels were ready to surrender, and would have done so had the *Estrella* and *Arizona* gone up to the *Albatross's* assistance, who, from her crippled condition, was unable to keep up the action without assistance; but, as it was, both were abandoned and lost.

As I informed the Department, I shall bring Lieutenant-Commander Cooke and Upton before a court-martial the moment Port. Hudson falls at the first favorable opportunity.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Captain Goldsborough, U. S. Navy, regarding the disposition of the cargo of the prize schooner Hunter.

U. S. STEAM FRIGATE COLORADO,
Off Mobile, June 14, 1863.

SIR: Owing to the unseaworthiness of the prize schooner *Hunter*, I have directed that her cargo, consisting of 43 bales of cotton, now at the navy yard, Pensacola, be sent north by the supply steamer *Bermuda*.

Acting Master's Mate E. L. Hubbell, who was witness to the capture, has been ordered to accompany the cotton and deliver it to the order of the U. S. district judge of the eastern district of Pennsylvania.

Very respectfully, your obedient servant,

J. R. GOLDSBOROUGH,
Captain, Comdg. Division, West Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Captain Marchand, U. S. Navy, commanding U. S. S. Lackawanna, regarding the capture of the steamer Neptune.

U. S. STEAM SLOOP LACKAWANNA,
At Sea, Lat. 25° 18' N., Long. 85° 41' W., June 14, 1863.

ADMIRAL: I have the honor to report that whilst at anchor off Mobile at daylight of the 13th instant, the black smoke of a steamer was seen to the southward and westward, and by signal from the senior officer I slipped cable and gave chase.

We gained gradually and at sunset the chase was in sight. The black smoke continued visible until 2 o'clock in the morning of the

14th, when sight of it was lost. It was then two hours of daylight and I continued on with the hope of seeing it again.

When the day dawned a steamer burning bituminous coal was in sight about 8 miles ahead, and supposed to be the same we had been chasing, but which opinion was subsequently proved to be erroneous. We continued in pursuit, but the last-chased steamer proved also to be remarkably fast and by frequently changing her course, burning oily substances in the furnaces, throwing cargo overboard, made every effort to escape, nor was it until 3:25 in the afternoon that, a shot striking near her, she hauled down the British flag and surrendered.

During the chase, from 4 o'clock in the morning, we ran by the log 109 miles, and for the last 15 miles the sea in her wake was sprinkled with cargo which had been thrown overboard from her.

The captured vessel proved to be the iron paddle-wheel steamer *Neptune*, of Glasgow, 200 tons burden; draft, when light, 5 feet, and when laden, 6 feet; said to have made $20\frac{1}{2}$ knots an hour on her trial trip, and commanded by Joseph McCarthy, bound from Havana to Mobile, which former place she left on the 12th instant.

During the latter part of the chase she threw overboard nearly all her cargo, including the mail and principal part of the ship's papers, reserving only the register, crew list, protest of loss of cargo in a late passage from Mobile to Havana, and an old log book.

She had a crew of 20 persons and 8 passengers.

At the time of capture no other Government vessel was in sight, and the position of this ship was latitude $25^{\circ} 42' N.$, longitude $85^{\circ} 32' W.$, the Dry Tortugas bearing S. E. by S., distant 160 miles, and Mobile Point N. N. W. $\frac{1}{2}$ W., 300 miles.

I should have placed a prize crew on board and sent her to Key West for adjudication, but it would have created delay, and I was anxious to rejoin the vessels blockading Mobile; independent of which, knowing her to be very fast, of light draft, and new, having every requisite for an effectual blockade runner, I deemed it proper to take her to Mobile, that the senior officer might decide as to sending her north, where there would be less liability of her being again converted into a blockade runner.

The *Neptune* had made trips between Havana and Mobile, and her old log book shows that she last left Mobile with a cargo on the morning of the 24th May last.

I am sir, very respectfully, your obedient servant,

J. B. MARCHAND,

Captain.

Admiral D. G. FARRAGUT,

Commanding Western Gulf Blockading Squadron.

[Report of same date and like tenor to the Secretary of the Navy.]

Report of Captain Marchand, U. S. Navy, commanding U. S. S. Lackawanna, regarding the capture of the Confederate steamer Planter, of Mobile.

U. S. STEAM SLOOP LACKAWANNA,

At Sea, Lat. $27^{\circ} 20' N.$, Long. $86^{\circ} 14' W.$, June 15, 1863.

ADMIRAL: I have the honor to inform you that on the return of this ship toward Mobile, in company with the captured steamer *Neptune*

(mentioned in my report of yesterday), at 9 o'clock this morning, the black smoke of a steamer was seen ahead.

This ship, as well as the *Neptune*, gave chase. Every effort was made to escape by trying different courses, burning rosin in her furnaces, and throwing overboard bales of cotton. We gained rapidly and fired shots from the forecastle gun to bring her to, but not until one of the shots struck her, without injury, did she stop her engine and round to.

When we took possession no other Government vessel was in sight, and our position was latitude $27^{\circ} 08' N.$, longitude $86^{\circ} 05' W.$, having chased 26 miles, we then being 210 miles S. S. E. $\frac{1}{2}$ E. from Mobile Point.

The captured vessel was the Confederate steamer *Planter*, of Mobile, 313 tons burden, commanded by Joseph Leach, with a crew numbering 25 persons, and having 2 passengers; is owned by a company in Mobile, and has a draft of 5 feet.

All her public papers have been preserved. She left Mobile Bay on the night of the 13th instant, bound for Havana, having a cargo of 625 bales of cotton and 124 barrels of rosin, the cost of which on being shipped was \$77,415.80.

During the chase between 60 and 80 bales cotton were thrown overboard and several barrels of rosin burned.

I am now taking her off Mobile, yet would have immediately sent her to Key West for adjudication, but had not a sufficient number of officers and men to man her and at the same time take care of the captured passengers and crews of the *Neptune* and *Planter*, numbering over 50 persons, now on board this ship.

The engines of the *Neptune* and *Planter* are good, but fuel low. I have, therefore, both in tow of this ship and making all practical speed for Mobile Bar.

I am, sir, very respectfully, your obedient servant,

J. B. MARCHAND,
Captain.

Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

[Report of same date and like tenor to the Secretary of the Navy.]

Report of Commodore Bell, U. S. Navy, regarding the impaired condition of the U. S. schooner Rachel Seaman.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, June 15, 1863.

SIR: The schooner *Rachel Seaman* came up from Pass Cavallo on the 10th, her sails in a very worn-out condition. I have repaired them as well as they are capable of receiving. By careful management and smooth weather they may hold out a month or two longer. Her rigging also is very much worn, and her centerboard, supposed to have rotted off, is of no use. She has become exceedingly dull and is less suited to blockade than any vessel in your squadron. There is no vessel off Aransas or Corpus Christi since the departure of the *Anderson* for New Orleans a month ago.

It would be economy to convert all the sailing craft we have into coal vessels with light crews.

Very respectfully, your obedient servant,

H. H. BELL,
Commodore.

Rear-Admiral D. G. FARRAGUT,
Comdg. Western Gulf Blockdg. Squadron, New Orleans, La.

Report of Rear-Admiral Farragut, U. S. Navy, giving a detailed opinion regarding the U. S. ships of war.

FLAGSHIP MONONGAHELA,
Below Port Hudson, June 15, 1863.

SIR: I trust that my long experience in the Navy, and particularly my war experience during the last eighteen or twenty months, will justify my venturing to give an opinion on the subject of our ships of war.

The vessel on which I have my flag hoisted at this moment, while superintending the blockade and reduction of Port Hudson, is a remarkable specimen, and I am told there are many more like her that I have not seen.

She is a ship of 1,378 tons, larger than our largest class frigates of the old style, and yet if she should come in contact with an English steamer of 1,000 tons (the *Rinaldo*, for example, or one of her class) she could not, in my opinion, contend successfully fifteen minutes with her, and she would scarcely dare to engage one of the old-class frigates at all except at such a distance that but little harm would be done to either.

This ship has two XI-inch guns, one 150-pounder rifle, and four howitzers.

The *Rinaldo* has two Armstrong guns of 68 pounds and 16 broad-side guns of 46 cwt., giving her more than three times the chance of hitting that this vessel has.

The frigate has more than six times as many chances, and although the shot is not as large or as destructive, it will nevertheless go through the ship and kill and wound many men; they would also be enabled to keep up such a continual fire upon the three large guns as to render them useless, and at close quarters, our men having no protection, the enemy's musketry would be able to prevent their reloading their guns.

Such has been the case in two or three instances out here; nearly every man was wounded at the pivot gun on board the *Owasco*.

It is said these guns are intended for distant shooting; but are these vessels so fleet as to enable the commander to choose his distance? No! And if he could, is there sufficient steadiness in the vessel to enable him to fire with any accuracy at a great distance? No! If, on the contrary, there is any sea running at all, it is with imminent danger that he ventures even to cast loose his gun, and the motion so rapid and violent that he really must be an expert to hit a vessel at the distance of a mile or even a half a mile; and in the meantime a small vessel with more stability, more guns, and perhaps more speed, is keeping him close aboard and pouring in broadside after broadside until the leviathan surrenders to a pigmy.

I assure you, sir, that I am afraid to trust one of these gunboats, with nothing but their original armament, even among the miserable cotton-made gunboats in the river, but I have placed on them two or more broadside guns—32-pounders of 33 cwt.—and I fear that the country will find, should we have a foreign war (when it is too late), that these vessels, armed with the big pivot guns, will be no match for the enemy's vessels of half their size.

I do not think there should be a pivot gun in a ship, as its advantages are by no means equal to its disadvantages; they are suitable only for small vessels.

No vessel should be so arranged that she can not fire one or two guns directly ahead.

This ship can not fire within three points of ahead, and here at Port Hudson, where we fire at the forts, we are obliged to turn into the middle of the river and expose our entire broadside to the fire of the enemy, while the *Richmond* and *Hartford* lie at their anchorage and fire two IX-inch guns or their rifles directly ahead.

Instead of pivots, this ship could and should have twenty VIII-inch guns on the broadside, with two 100-pound rifles on the topgallant forecastle, for chasing and special firing; then she would never disgrace her captain, officers, and crew; but if such a thing befell them, the fault would be theirs and not that of the armament. Her arrangements, independent of her armament, are bad; much of it, however, is caused by the first error, the armament.

She should have a poop and topgallant forecastle to enable her to berth her crew, which none of them now do.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Sharp-bowed vessels intended for sea service will doubtless, in many cases, be found disadvantageous in rivers. It has for a long time been a question with naval men between long-range heavy guns and a more numerous armament of lighter guns. The heavy guns can only be managed rapidly on pivot carriages, and some officers, who prefer rapid firing at close quarters, have given the preference to carronades.

The heavy pivot guns can not be carried on the sharp bows of a steam vessel. The vessel will not sustain them, and there is not room to train them out of the direct line, which must then be done by sheering the vessel. For practical reasons, in seagoing vessels of this form the pivot guns must be placed nearer the middle of the length of the ship and out to the sides, so that it can be worked on either side and be trained to 10 to 15 degrees with a fore-and-aft line, as in naval service at sea, at the range of the gun. A small sheer of the ship is of little consequence. Steam vessels in action at sea will be always in motion, and thus under different circumstances from attacking a fortification in a narrow river. Steam vessels, for plain reasons, are relatively long vessels in proportion to their beam, and the total weight of their armament is nearly in proportion to their breadths. The vessels referred to have made 12 to 13 knots, which is supposed will in many cases enable them [to] select their distances and position. For river purposes, when the water is smooth, these vessels can carry broadside

guns at an increase in their draft of water. It would, indeed, be desirable to have smaller vessels, with more speed, more guns, and more stability; but it is feared this can not be reached, for some of the requirements are incompatible with the others, and still more difficult, if not impossible, to increase these qualities by reducing the dimensions of the vessel.

[Memorandum, Admiral Farragut's letter, June 15, 1863.]

The *Monongahela*, as well as the sister vessels of her class, was constructed for speed on the open ocean, and, in accordance with the views of Mr. Steers, the weight of armament should be distributed in a line with the keel.

With this basis the armament was fixed for three 16,000-pound pivot guns before the keels were laid. The plan was submitted by Mr. Fox to Captain Harwood and Captain Dahlgren, who both coincided in opinion, with the addition of a 50-pounder Dahlgren rifle on the forecastle and a boat armament of four 12-pounder howitzers.

I was present at two of these conferences and wrote the orders for the armaments.

At the time it was not contemplated that the *Monongahela* ships would be wanted for river work, as double-bowed vessels of light draft had already been planned for that service.

So far as Admiral Farragut's argument goes, it amounts to this: that—

1st. Vessels should be armed with guns to fire directly ahead. Granted; but they must work in pivot, or else the bow of the vessel should be so constructed as to work the guns on broadside carriages.

2d. Rapidity of fire from small calibers will conquer guns of large caliber. Not so; because one ounce bullet will do more damage than a pound of mustard-seed shot, and one 15-inch ball beat three 7½-inch guns in the *Atlanta*.

H. A. W.

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Gillis, U. S. Navy, commanding U. S. S. Ossipee, to proceed to duty at Mobile.

FLAGSHIP MONONGAHELA,
Port Hudson, June 15, 1863.

SIR: Yours of the 1st instant reporting your arrival at Pensacola has been received.

You will, in obedience to the honorable Secretary's orders, proceed to Mobile and take your position as one of the blockading squadron.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Captain JNO. P. GILLIS,
Commanding U. S. S. Ossipee.

[Telegram.]

NAVY YARD, June 15, 1863.

How much, on a great emergency, could you lighten your vessel? Could you get her over the bar at New Orleans? There was 19 feet

when the *Colorado* tried and failed. Perhaps there is more now. Some of the steamers just returned can tell you. Ascertain and answer to-morrow if it is a sure thing.

The steamer *Mississippi*, or *McClellan*, has just arrived from New Orleans and can tell you the present depth.

G. V. Fox.

Captain S. C. ROWAN,

Commanding U. S. S. Roanoke, Astor House, New York.

Letter from Commodore Rowan, U. S. Navy, to the Assistant Secretary of the Navy regarding the depth of water in the Passes of the Mississippi River.

NAVY YARD, NEW YORK, June 16, 1863.

SIR: In compliance with your telegram of last night, I visited the packet steamer *Roanoke*, a trader to the port of New Orleans.

The commander of that vessel informed me that the best water on the bar of the South West Pass—the best channel—varies from 15 feet to 18 feet. The last trip he crossed the bar without touching, drawing $16\frac{1}{2}$ feet. The lead seldom gives over 16 feet. He thinks that over 19 feet can not be forced over the bar. I went on board the *Mississippi*, recently from New Orleans. The captain was absent and could not be found in time to write by this mail. I had a long conversation with both mates on the subject of the best water on the bar of the Mississippi River. They told me that the last trip the ship left New Orleans drawing 15 feet, with a good pilot on board. The ship stuck on the bar three days. This trip the ship left New Orleans drawing $17\frac{1}{2}$ feet, took the bar under a full head of steam, struck once and passed over. In the course of conversation I remarked that a ship drawing 22 feet could be forced through that soft bottom by means of two powerful tugs. The reply of one of them was, "I should like to have a charter for such a ship, because I would be certain of sticking on the bar all summer." The opinion of both of these men is that over 20 feet can not be forced over. These officers inform me that the lower the Mississippi River is the higher the water is on the bar.

The *Roanoke* at the Novelty Works, with her turrets and guns on board, draws 19 feet forward and $23\frac{1}{2}$ aft to 21 feet 3 inches. The ship now draws 23 feet aft and 22 feet forward, with 500 tons of coal forward of the center, and about 40 tons of shot and some provisions—say, 10 tons.

The ship can not be lightened to less than 21 feet 3 inches, which, from all the information I have yet obtained, would make the passage of the bar an uncertain thing.

I shall obtain all the information I can and send you the result if it varies from what I now furnish.

I have the honor to be, very respectfully, your obedient servant,
S. C. ROWAN.

Hon. G. V. Fox,

Assistant Secretary Navy, Washington.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Watters, U. S. Navy, to report for duty off Pass à l'Outre.

FLAGSHIP MONONGAHELA,
Port Hudson, June 16, 1863.

SIR: Proceed to New Orleans, fill up your provisions and coal, and then proceed to the Head of the Passes and inform Commander Sartori that you are directed to cruise off Pass à l'Outre for pirates and privateers of the rebels.

You will endeavor to find out the parties concerned in the capture of the *Boston*.

You will run into the mouth of the Pass every night, and be very vigilant in examining all vessels passing in or out.

Report to Commodore Morris and show him your orders.

You will communicate constantly with Commander Sartori and occasionally with Commodore Morris and keep them informed of the state of things below.

You will discharge your pilot and get a bar pilot below.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Lieutenant-Commander JOHN WATTERS,
Commanding Gunboat Kineo.

Order of Rear-Admiral Farragut, U. S. Navy, to Commodore Morris, U. S. Navy, regarding the U. S. S. Kineo for blockading the mouth of the Mississippi River.

FLAGSHIP MONONGAHELA,
Port Hudson, June 16, 1863.

COMMODORE: Perceiving that you have no steamer to send down to the mouth of the Mississippi to prevent these piracies that have been committed on two of the tugs, I send the *Kineo*.

If you can get her a mast, do so, and when it is ready, send it down to the *Portsmouth* and let her put it into the *Kineo*, but that will not prevent her cruising in the vicinity of the Pass and running into it and anchoring every night.

She must discharge her present pilot and get a bar pilot by the month. Old Jones will be able to assist him in that, or you may be able to get one in New Orleans.

I shall urge General Shepley, as before, to break up those pilots below. They are a great set of rebels and are, no doubt, connected with those captures.

Provision and coal the *Kineo* and get her off as soon as possible.

Send the *Tennessee* to the commanding officer off Mobile to order his gunboat that requires the most care and repairs to be sent to cruise off the mouth of the Mississippi, and then she can run up occasionally and make her repairs.

Respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commodore H. W. MORRIS,
Senior Naval Officer, New Orleans.

Report of Lieutenant-Commander Lewis, U. S. Navy, commanding U. S. S. Itasca, regarding the capture of the schooner Miriam.

U. S. GUNBOAT ITASCA,
Off Coast Texas, June 18, 1863.

SIR: I have the honor to report that whilst at anchor off the mouth of the Rio Grande, on the 17th instant, a sail was reported from the masthead to the northward. I immediately gave chase, and upon nearing the sail discovered her to be a schooner endeavoring to escape us and get into the inlet of the Brazos Santiago.

The depth of water not allowing me to approach the bar near enough to head her off, commenced firing at her at long range; but not succeeding in hitting her, she got in safely. We then stood off the land, and at night stood in again near the shore and near the inlet. At 9:30 p. m. organized a boat expedition, under charge of Acting Master Sylvanus Nickerson, and dispatched it for the purpose of destroying or bringing out the prize. At daylight discovered that the boats had seized the vessel, and were endeavoring to get her out of the inlet to sea. At about meridian the prize was brought safely out, and proved to be the schooner *Miriam*, 170 bales of cotton, more or less, having run the blockade at the river Brazos, and bound for the Rio Grande. No papers were found on board, the captain and crew, except one man, having deserted her upon the approach of our boats. Three flags were found on board—an English ensign, a Mexican, and an American. The former was displayed at her masthead as she ran into the inlet. I have this day dispatched her as a good prize to Key West, Fla. I can not speak in too high terms of the great perseverance, judgment, etc., displayed by Acting Master Nickerson, in charge of the expedition that has resulted so successfully. Two master's mates also accompanied the expedition, viz, George Spencer and Henry Mirow, discharging their duties with great zeal; the men likewise.

Very respectfully, your obedient servant,

ROBT F. R. LEWIS,
Lieutenant-Commander.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from the Secretary of War to the Secretary of State, desiring recognition of kindness shown by the commanding officer of the French corvette La Tisiphone.

WAR DEPARTMENT,
Washington City, June 18, 1863.

SIR: I have the honor to transmit a copy of a correspondence between the commandant of the French corvette *La Tisiphone* and the general in command of the United States forces at New Orleans, and to suggest that the high appreciation of the President and of the Department for this prompt and generous consideration for our wounded at that place may be communicated to Captain Marivault through the French minister.

Very respectfully, your obedient servant,

EDWIN M. STANTON,
Secretary of War.

THE SECRETARY OF STATE,
Washington, D. C.

Letter from Brigadier-General Emory, U. S. Army, to Commodore Morris, U. S. Navy, urging the need of a gunboat at Donaldsonville.

HEADQUARTERS DEFENSES OF NEW ORLEANS, June 18, 1863.

I have this moment received a telegram from Donaldsonville, by which you will see that the gunboat is really required at Donaldsonville. I hope the *Kineo* has started.

I have the honor to be, your obedient servant,

W. H. EMORY,

Brigadier-General, Commanding.

Commodore MORRIS.

Report of Lieutenant-Commander Weaver, U. S. Navy, regarding expected attack upon Plaquemine.

Signal.]

U. S. GUNBOAT WINONA,

Donaldsonville, June 18, 1863.

SIR: The enemy is in force near Plaquemine—cavalry, infantry, and artillery. The force that made this morning's raid numbered 300. It seems they intended attacking this place. I at once proceeded here as quickly as possible.

The commanding officer expects an attack. With the assistance of a gunboat the fort can be held, in my opinion, against any force the rebels can bring.

A. W. WEAVER.

Lieutenant-Commander.

Admiral FARRAGUT.

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Banks, U. S. Army, regarding reported possession of Donaldsonville and Plaquemine by the enemy.

FLAGSHIP MONONGAHELA,

Donaldsonville, June 19, 1863.

GENERAL: I arrived at Plaquemine at 8 p. m., hearing all the way that both Donaldsonville and Plaquemine were in the possession of the enemy; that they had a force of 2,000 infantry and 600 cavalry, and many fieldpieces; all of which I found to be false.

About 100 of the Texas cavalry made a raid upon Plaquemine and burned the steamers that were there and captured some of the provost pickets, but they lost some of their number, and were shelled by the gunboat *Winona*, which arrived there two or three hours after they attacked the town. They also burned about 40 bales of cotton. I found your ammunition on board the *Time and Tide*, waiting for convey, and sent her forward under protection of the *Winona*.

I also received some mortar shell for the mortar boats, which will help us very much. I hope to be back in time to see Port Hudson fall.

The rebel papers say that Grant has Pemberton in a circumference of 1,200 yards, but that Johnston is coming in his rear with 70,000 men, and Kirby Smith is with a force at Milliken's Bend. This last is not credited by our side

We saved 15 out of 21 of the provost picket at Plaquemine, and may recover more of them.

Major Bullen feels no uneasiness about Donaldsonville so long as he has a gunboat, which I shall leave.

Wishing you early success, I remain, very truly,

D. G. FARRAGUT,
Rear-Admiral.

[Major-General N. P. BANKS.]

[Telegram.]

HEADQUARTERS DEFENSES OF NEW ORLEANS, *June 19, 1863.*

The gunboat *Princess Royal* has just arrived at South West Pass from Philadelphia, and Commodore Morris has kindly consented to let her go up the river to aid in repelling the enemy at Plaquemine and opening the navigation.

W. H. EMORY,
Brigadier-General, Commanding.

Lieutenant-Colonel IRWIN.

Letter from Brigadier-General Emory, U. S. Army, to Commodore Morris, U. S. Navy, regarding the service of the U. S. S. Princess Royal.

HEADQUARTERS DEFENSES OF NEW ORLEANS, *June 19, 1863.*

I have just learned that Admiral Farragut is on his way down and may be expected either to-night or to-morrow morning. The information he will have about the state of the river and the enemy's force at Plaquemine may suggest whether or not it is necessary to send the *Princess Royal* to support the *Kineo*.

I have the honor to be, commodore, very respectfully, your obedient servant,

W. H. EMORY,
Brigadier-General, Commanding.

Commodore MORRIS.

Report of Captain Stearns, U. S. Army, regarding skirmish at Plaquemine, La.

NEW ORLEANS, LA., *June 19, 1863.*

GENERAL: I have to inform you that the town of Plaquemine was attacked about 6:30 a. m., on the 18th instant, by about 300 Confederate cavalry. They succeeded in capturing Lieutenant Witham and 22 men of the Twenty-eighth Regiment Maine Volunteers, whose names are annexed. I and 13 of my men succeeded in making our escape. Upon the approach of the cavalry they were fired upon by my men, killing 1 man, and, as I have since learned, wounding 2 others, but their force was such that further resistance was useless, and the place was surrendered to them. Upon gaining possession of the town, they immediately proceeded to Bayou Plaquemine, where the steamboat

Sykes was aground, fired upon and wounded one man who was on board, and then set her on fire. They also captured the officers and crew of the steamboat *Anglo-American*, wounding one of her men, and then set her on fire; both vessels were a total loss. I think a small steamboat called the *Belfast* was also captured as she went down the Bayou Plaquemine the previous evening to get a load of molasses about 4 miles from the river. The boat belonged to Edward Pilcher, of New Orleans. They also burned 80 bales of cotton that were ready for shipment.

At about 9:15 a. m. the gunboat *Winona*, commanded by Captain [Aaron W.] Weaver, came down from Baton Rouge, and, having heard, when 5 miles above, of the capture of the town, immediately commenced to throw shell, upon which the main body of the enemy left. I then made my way to the levee, hailed Captain Weaver, and procured a boat to take me and the 13 men on board. We also had the two wounded men placed on board the *La Fourche*, and sent along with my dispatches to Baton Rouge.

At about 11 a. m. we learned that a portion of the cavalry had returned. Captain Weaver immediately threw shell into that portion of the town where they were supposed to be. After about 90 rounds had been fired I went on shore with my men, assisted by a squad from the boat, and marched through the town without finding any of the enemy, but we learned that they were in considerable force about 4 miles back and under command of Colonel C. D. [Joseph] Phillips.

A man named A. Grass was arrested for having guided the enemy into and about the town. He admitted to me that he had done so, but says that he was compelled by threats to show them around the place. He lives near Indian Village, and has never taken the oath of allegiance. I left him in charge of Captain Weaver. Upon returning to the boat, Captain Weaver proceeded to Donaldsonville to warn them of danger and to assist in case of attack; also, to leave the men who had escaped with me.

I am inclined to think that there is a force of from 5,000 to 8,000 men between Plaquemine and Simmesport; also, that they have several cannon. It was generally believed, from remarks dropped by Confederate officers, that General Green was approaching with a brigade to occupy the town or to operate against Donaldsonville.

We lost about 35 Enfield rifles and a very small amount of commissary stores.

I remain, very respectfully, your obedient servant,

ALBERT STEARNS,

Captain, Provost-Marshal, Iberville Parish.

Brigadier-General JAMES BOWEN,

Provost-Marshal-General, Department of the Gulf.

Order of Major-General Banks, U. S. Army, to Brigadier-General Emory, U. S. Army, stating the impossibility of sparing any force from Port Hudson.

HDQRS. DEPT. OF THE GULF, NINETEENTH ARMY CORPS,

Before Port Hudson, June 20, 1863.

GENERAL: If the gunboat is at Brashear, the two companies that went there can escape on her. What became of the guns at Brashear?

The commanding-general directs me to inform you that it is impossible for him to spare any force from here at present. He relies upon your doing the best you can with the small force at your disposal.

Very respectfully, your obedient servant,

RICH'D B. IRWIN,
Assistant Adjutant-General.

Brigadier-General W. H. EMORY,
New Orleans.

[Telegram.]

HEADQUARTERS DEFENSES OF NEW ORLEANS, *June 20, 1863.*

The enemy, in considerable force, has crossed the [Bayou] Plaquemine at Indian Village, and passed down the [Bayou] La Fourche to attack the Opelousas railroad and Brashear City.

I do not think Donaldsonville in any immediate danger. What force can be spared should be sent down to Algiers to be placed on the railroad.

Communicate this to Admiral Farragut.

By command of Brigadier-General Emory:

[F. W. LORING,]
Aid-de-Camp.

Commanding Officer of Military and Naval Forces at Donaldsonville.

[Telegram.]

HEADQUARTERS DEFENSES OF NEW ORLEANS, *June 20, 1863.*

Your telegram received. Enemy have approached at La Fourche Crossing, and were repulsed by Colonel Stickney. Our line is so long it is impossible to hold it with our force. They have already cut communication between La Fourche Crossing and Brashear. Urge General Banks to send a force to Donaldsonville to follow in their rear, and if the gunboat at Brashear does its duty, they can not cross there and must be caught. I have no more force left to send after them.

W. H. EMORY,
Brigadier-General, Commanding.

Admiral FARRAGUT.

[Telegram.]

HEADQUARTERS DEFENSES OF NEW ORLEANS, *June 20, 1863.*

The railroad track at Terre Bonne is torn up. Communication with Brashear cut off.

It is idle to attempt to hold 90 miles of railroad with the small force I have. What portion is cut off by the Terre Bonne operation I can not tell. I have at this moment but 400 men in the city, and I consider the city and public property very unsafe. The secessionists here profess to have certain information that the forces are to make an attempt on the city.

W. H. EMORY,
Brigadier-General, Commanding.

Admiral FARRAGUT.

Order of Rear-Admiral Farragut, U. S. Navy, to Commodore Bell, U. S. Navy, to send a vessel to Tampico, Mexico.

U. S. FLAGSHIP MONONGAHELA;
Donaldsonville, La., June 20, 1863.

COMMODORE: It having been reported by U. S. Consul Chase at the port of Tampico, Mexico, that a United States vessel now is much needed off Tampico bar, you will please send the first vessel that can be conveniently spared from your place on the coast of Texas to communicate with Mr. Chase and direct the commander to stop and look after affairs off the Rio Grande on his return.

Respectfully,

D. G. FARRAGUT,
Rear-Admiral, Comdg. Western Gulf Blockading Squadron.

Commodore H. H. BELL,
Senior Officer off Galveston, U. S. S. Brooklyn.

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Read, U. S. Navy, commanding U. S. S. New London, regarding transfer of command.

NEW ORLEANS, June 22, 1863.

SIR: You are hereby detached from the command of the U. S. S. *New London*, and you will relieve Captain M. Smith, temporarily, of the command of the U. S. steam sloop *Monongahela*. I hope that when this service is finished the Department will have found for you a suitable command.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Commander ABNER READ, U. S. Navy,
Commanding U. S. S. New London.

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Emmons, U. S. Navy, to assume command of the U. S. S. Monongahela.

NEW ORLEANS, June 22, 1863.

SIR: If you have not yet fallen in with the *Oneida*, you will return to this place and report yourself to the senior naval officer present here for the command of the U. S. steam sloop *Monongahela*.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Captain GEORGE F. EMMONS, U. S. Navy.
Key West, Fla.

Letter from Rear-Admiral Farragut, U. S. Navy, to the commanding officer off Mobile, expressing surprise at the passage of the blockade by two vessels.

NEW ORLEANS, June 22, 1863.

SIR: I learn through rebel sources that the tugboat *Boston*, lately captured off Pass à l'Ouvre, has been taken safely into Mobile. This

vessel must draw at least 9 or 10 feet of water, and could not have passed through the Swash Channel. She is the second vessel that has been captured off the mouth of the Mississippi and carried through our blockading squadron into Mobile.

I can not understand how the blockade is run with such ease, when you have so strong a numerical force.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

COMMANDING OFFICER OFF MOBILE.

Letter from Brigadier-General Emory U. S. Army, to Rear-Admiral Farragut, U. S. Navy, regarding the movement of the enemy on Brashear City.

JUNE 22, 1863.

ADMIRAL: Colonel Cahill has made a junction with Stickney at La Fourche.

The enemy were repulsed by Stickney before the junction. If they attempt to move toward Brashear, I will order them to be attacked in the rear, so that I do not doubt we can keep them from Brashear long enough to enable a gunboat to get there, and if in the meantime Port Hudson fall, we will bag them or drive them into the lake.

Very respectfully, yours,

W. H. EMORY,
Brigadier-General, Commanding.

Admiral FARRAGUT,
Commanding U. S. Naval Forces.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Master Browne, U. S. Navy, commanding U. S. brig Bohio, to proceed to the coast of Texas.

NEW ORLEANS, June 22, 1863.

SIR: You will proceed at once to the coast of Texas with the U. S. brig *Bohio* under your command, and upon your arrival you will report yourself to Commodore H. H. Bell, for such station as he may assign you.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Acting Master GEO. W. BROWNE,
Commanding U. S. Brig Bohio

Letter from Rear-Admiral Farragut, U. S. Navy, to Major-General Banks, U. S. Army, regarding operations at Plaquemine and Donaldsonville.

NEW ORLEANS, June 22, 1863.

GENERAL: I arrived at Plaquemine just in time to find that the gunboat *Winona* had shelled the enemy out of the town and that the town had suffered also. The enemy burned two steamers—the *Sykes* and the *Anglo-American*—the former being aground and the latter trying to get her off.

I learn that there were 3,000 men in the raid, all Texans, and that they were going to Donaldsonville to get stores, etc. They have no baggage wagons, or only a few. They live on the country from day to day, and have only ammunition for a show fight (what they have in their boxes and caissons). They have fifteen 6 and 8 pounders and one 20-pounder Parrott. They say that they heard Taylor had 1,500 men below who, I suppose, are now attacking La Fourche Crossing, where our people have repulsed them twice. General Emory has sent reinforcements.

I think, general, it is bad policy to have guns on the right bank of the river when there are not men enough to defend them. The enemy will certainly, if defeated at Brashear City (which they announced as their next place of attack to procure ammunition and provisions), make an effort to obtain those supplies from Fort Banks or the fort at Donaldsonville. If they once get either of those works they may capture transports and do us much damage before we find it out and dislodge them. I have at Brashear City the only gunboat that can enter the bay except those above Port Hudson.

These people may do us some damage, but if Port Hudson falls within a week, with 5,000 men you can capture every one by landing above and marching down upon them.

I will be up in a day or two, but I know that Captain Alden will do all that I could do if I were there.

I concentrated three or four gunboats at Donaldsonville in a few hours, which induced the rebels to give it up.

Wishing you every success, respectfully and truly yours,

D. G. FARRAGUT,
Rear-Admiral.

Major-General N. P. BANKS,
Commanding Department of the Gulf.

Order of Brigadier-General Emory, U. S. Army, to the commanding officer at Brashear City, transmitting instructions to the naval commander at that place.

HEADQUARTERS DEFENSES OF NEW ORLEANS,
June 23, 1863.

I have received the following dispatch from General Banks, which is sent you for your information and that of the naval commander at Brashear City, to whom I will thank you to communicate a copy of these instructions.

If compelled to leave there, what public property you can not bring off destroy effectually.

The steamer *Crescent*, which takes this, is sent to aid you in carrying out these orders.

If you do not require her services, send her immediately back with sick and public property not required at Brashear.

Very respectfully, your obedient servant,

W. H. EMORY,
Brigadier-General, Commanding.

Commanding Officer at BRASHEAR CITY.

[Enclosure.]

CAMP, June 21—2 p. m.

Your dispatch in regard to Brashear, saying that you have sent round the *Saint Mary's*, is received. The commanding general does not regard it as important that we should run any great risk to save Brashear. He desires that you will send orders to Brashear to get off everything of value there, and at Bayou Boeuf, including, especially, the guns, and, when pressed by the enemy, to retire on board the transports and proceed to New Orleans.

The gunboat should remain in Berwick Bay, to prevent the enemy coming across.

RICH'D B. IRWIN,
Assistant Adjutant-General.

General EMORY.

Report of Rear-Admiral Farragut, U. S. Navy, transmitting extracts from reports regarding affairs near Galveston.

No. 105.]

FLAGSHIP PENSACOLA,
New Orleans, June 23, 1863.

SIR: I have the honor herewith to enclose extracts* from communications received by me from Commodore H. H. Bell, commanding the Texan blockade. These extracts set at rest the question concerning the privateers fitting out at Brazos Santiago, besides giving much other valuable information.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

U. S. S. BROOKLYN,
Off Galveston, June 17, 1863.

DEAR ADMIRAL:

* * * *

I observe very few soldiers about the forts, and I incline to the belief that they have not more than two regiments (probably not more than one) on that whole island. I think 2,000 men promptly sent, with means for landing on the beach, and one or two steamers drawing 4 or 5 feet water to run over the flats and for passing through Pass San Luis into West Bay for burning the bridge. All the steamboats but one have been absent from the bay for a week. I can't surmise the cause of it, unless they are engaged transporting supplies up the Trinity for their army. I believe also that the Rio Grande is without a soldier on it, and that it may be occupied now without resistance.

Yours, very cordially,

H. H. BELL.

Rear-Admiral D. G. FARRAGUT,
Comdg. West Gulf Blockading Squadron, New Orleans.

*One enclosure found.

*Order of Rear-Admiral Farragut, U. S. Navy, to Commander Woolsey,
U. S. Navy, commanding naval forces at Donaldsonville.*

FLAGSHIP OF WESTERN GULF BLOCKADING SQUADRON,
New Orleans, June 24, 1863.

SIR: I have no instructions to give you, except to remain where you are. Be vigilant and watchful of the enemy's movements; they have taken Berwick Bay and are marching upon New Orleans in force. I shall remain here to receive them.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commander M. B. WOOLSEY,
Commanding Naval Forces at Donaldsonville.

[Telegram.]

U. S. MILITARY OFFICE,
New Orleans, June 24, 1863.

DEAR SIR: The following is a copy of message just received from South West Pass:

On arrival at Atchafalaya Bay, met gunboat *Hollyhock* and U. S. transport *Kepper*. They report the surprise and capture of Brashear City, morning of the 23d, at 5 a. m., by rebel forces. The attack was made by 10 more artillery from Berwick Bay, and a rebel force which effected a landing on the north side of the island; came across Flat Lake on rafts.

Nothing was saved. The provost-marshal and a few only escaped who were on board.

W. H. TALBOT,
U. S. Transport Saint Mary's.

Colone! S. B. HOLABIRD, U. S. Army,
Quartermaster.

Respectfully, yours,

H. STOUDEUR, *Operator.*

Brigadier-General EMORY.

[Telegram.]

BEFORE PORT HUDSON, *June 24, 1863.*

Your telegram just received. Can you not send the gunboat to Brashear City and prevent their crossing guns? Why is Cahill unable to fall back?

N. P. BANKS,
Major-General, Commanding.

Brigadier-General EMORY.

[Telegram.]

FLAGSHIP WEST GULF BLOCKADING SQUADRON,
New Orleans, June 24, 1863.

Direct Captain Watters to drop down the river after daylight to the Red Church Landing, in front of Boutte Station, on the New Orleans

and Opelousas Railroad, and watch there for the enemy, who may try to get over by a road running from the Mississippi River to Boutte Station.

D. G. FARRAGUT,
Rear-Admiral.

Captain [M. B.] WOOLSEY,
U. S. S. Princess Royal.

[Telegram.]

HEADQUARTERS DEFENSES OF NEW ORLEANS,
June 24, 1863—11:30 p. m.

Admiral Farragut has repeatedly informed me he can send no gunboat. The one there, unable to prevent the enemy crossing, retreated and is now on its way here. The chances are that Cahill may get here. * * *

W. H. EMORY,
Brigadier-General, Commanding.

Lieutenant-Colonel IRWIN.

Order of Major-General Banks, U. S. Army, to Brigadier-General Emory, U. S. Army, regarding measures for the defense of New Orleans.

HDQRS. DEPT. OF THE GULF, NINETEENTH ARMY CORPS,
Before Port Hudson, June 25, 1863.

SIR: Your dispatch is received. I have ordered transportation here, and will hold one brigade in readiness to move at call to your support. Two gunboats should be at once sent to Berwick Bay to prevent the enemy from planting the heavy guns in the forts that protect the approaches to the bay from the Gulf. Brashear can be defended only by the navy. It is incredible that the gunboats should have allowed such a force as you described to cross without notice, or that the *Hollyhock* should have left without taking off the garrison. We only want three days more here.

Very respectfully, your obedient servant,

N. P. BANKS,
Major-General, Commanding.

Brigadier-General W. H. EMORY, *New Orleans.*

Letter from Brigadier-General Emory, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, forwarding request from Major-General Banks for two gunboats.

HEADQUARTERS DEFENSES OF NEW ORLEANS,
June 25, 1863.

General Banks directs me to apply for two gunboats to go round to Brashear, "to prevent the enemy putting the guns in the forts that protect the approaches to the bay from the Gulf."

After your telling me a few days ago that you had none of the right draft to send round there, I should not now make the application, excepting that I am directed to do so.

It is also proper to state that the general's directions to me were without any knowledge of what you had previously told me on the subject.

I herewith send enclosed some information * left at my office by the Hon. Benjamin F. Flanders, the member of Congress from this district.

I am, admiral, with high regard, your obedient servant,

W. H. EMORY,
Brigadier-General, Commanding.

Admiral FARRAGUT.

Letter from Brigadier-General Emory, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, suggesting an expedition against smugglers on Lake Salvador.

HEADQUARTERS DEFENSES OF NEW ORLEANS,
June 25, 1863.

There is a nest of smugglers on Lake Salvador, or Ouacha, which communicates with this by the Bayou des Familles. If you could spare one or two launches to send in there, they would make a rich haul and do the Government much service.

These smugglers are now in direct communication with the enemy. I have the honor to be, yours, etc.,

W. H. EMORY,
Brigadier-General, Commanding.

Admiral FARRAGUT.

Report of Rear-Admiral Farragut, U. S. Navy, acknowledging confidential dispatch from the Department.

No. 106.]

FLAGSHIP PENSACOLA,
New Orleans, June 25, 1863.

SIR: I have to acknowledge the receipt of your dispatch of June 3, 1863, marked confidential. I shall continue to blockade the port of Mobile, but as to Admiral Buchanan's preparations, I have not been able to fathom them. I have no apprehension of the ironclads on the sea, and, so far as my experience goes, they are more effective at a distance than at close quarters. If we can once get them outside of the bar, I think the blockaders will render a good account of them, unless they are different from any I have seen. The *Essex*, under Commander C. H. B. Caldwell, has rendered excellent service, but even at the distance of a mile and a half the enemy has frequently penetrated her casemates.

All of which is respectfully submitted by
Your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Bell, U. S. Navy, reporting the capture of Brashear City by the enemy and their approach to New Orleans.

FLAGSHIP PENSACOLA,
New Orleans, June 25, 1863.

COMMODORE: We are beginning to understand your letter about Magruder sending all the troops out of Texas. They are now at the end of the railroad and have captured Brashear City in a force some 8,000 or 10,000. A part of the force came on the Mississippi opposite Port Hudson. Our people whipped them at La Fourche, killed 50 and wounded 250, but Mouton crossed over and took Brashear City while our boat was looking for cotton and landing some soldiers. She had shelled them all around before then until they returned to Brashear, where they crossed the Atchafalaya and took them in the rear, and the fort surrendered. They are now marching upon this city, and we are expecting to have a lively time. I followed the party down the river and prevented them from attacking Donaldsonville, and so they continued on down to meet Mouton at Brashear. I did think of sending for you, but I think we have enough here at present. I have the *Portsmouth*, *Pensacola*, *Monongahela*, and several smaller vessels. I have the *Tennessee* for my "vedette vessel," and will try to make myself a little comfortable on board of her. The idea is that the moment the rebel army arrives opposite New Orleans the rebels in the city will rise and seize the arms and public stores in the city and go ahead. We will forget our humanity in such a case, and therefore I trust it will not occur. I am disposing of everything now for the attack. The whole object of the enemy is to divert Banks from Port Hudson. That siege goes on slowly, but, I trust, surely. I wish to go back there; but it is impossible, for New Orleans would be gone, and I must go with it.

The *New London* or some other boat will be sent you in a few days, so that you will be able to send the worst of your gunboats to this place or Pensacola or Ship Island for repairs. Use your own judgment.

Wishing you a pleasant time,

I remain, your friend and obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Commodore H. H. BELL,
Commanding on the Coast of Texas.

Order of Rear-Admiral Farragut, U. S. Navy, to Commodore Bell, U. S. Navy, acknowledging report regarding affairs in Texas.

NEW ORLEANS, June 25, 1863.

SIR: It gives me great pleasure to acknowledge the receipt of your dispatch of the 2d instant, giving an account of your visit to Brazos Santiago and the Rio Grande, and of your operations against the enemy. A copy of your dispatch, together with extracts from your private letter, have been forwarded to the Department.

I have ordered the brig *Bohio* to report to you for the blockade.

You will keep a vessel constantly in the vicinity of Brazos Santiago and the Rio Grande, so as to prevent depredations on our commerce and to give protection to our consul and Union refugees in Matamoras.

Very respectfully,

[D. G. FARRAGUT],
Rear-Admiral.

Commodore H. H. BELL,
Commanding Texas Blockade.

Letter from Rear-Admiral Farragut, U. S. Navy, to Captain Alden, U. S. Navy, regarding preparations for an attack of the enemy upon New Orleans.

NEW ORLEANS, June 25, 1863.

DEAR CAPTAIN: I received yours of the 23d to-day. Regret to find that the army has not opened upon the enemy from the new battery. I am always hopeful, but expect little. The enemy is moving a large army from Texas to attack Berwick Bay and New Orleans. I am all ready for them. I have the *Pensacola*, *Portsmouth*, *Monongahela*, *New London*, *Calhoun*, and the store vessels all well armed. It is supposed that when the enemy appears opposite the city, the rebels in the city will rise and try and take the city and our stores. I have removed all arms and put the guns anywhere I can in the vessels and am now ready. The *Portsmouth* arrived this morning and lies well up to shell the railroad and city if need be.

* * * * *

The enemy have taken Berwick City, and are moving slowly this way, but our troops repulsed them three times with loss, and they had nearly two to one of our people. They must be a different breed of dogs from those up your way.

I intended that the *Monongahela* should have left this morning. I ordered Read to report to you, but now she will not go until this fuss is over. Keep up your spirits and keep the soldiers up to the mark.

Yours, truly,

D. G. FARRAGUT,
Rear-Admiral.

Captain JAMES ALDEN.

P. S.—Jenkins has been quite sick the last two days, and is by no means well yet. Paine, you know, lost his leg. Colonel Smith, of the Zouaves, is dead. Sherman is doing well.

D. G. F.

Report of Lieutenant-Commander Lewis, U. S. Navy, commanding U. S. S. Itasca, regarding the capture of the schooner Sea Drift.

U. S. GUNBOAT ITASCA,
Off Galveston, Tex., June 25, 1863.

SIR: I have the honor to report that on the 22d instant, while cruising about the coast of Matagorda Island, Tex., made a sail to the eastward. Ran for her, and upon coming up found her to be a schooner with English colors flying. Lowered a boat and boarded her. She

purported, from her papers and master, to be the English schooner *Sea Drift*, from Havana, bound for Matamoras, but upon her master not being able to give me a satisfactory explanation how he got into such a suspicious vicinity (being at the time of boarding her about 15 miles only S. by W. of Pass Cavallo light-house, the entrance to the port of Matagorda, Tex.), further than he had not had an observation for a week or so, and coupled with the fact, also, of his having lead, quinine, calomel, caps, powder, etc., I took possession and put on board a prize crew and master. His papers were also deficient from his not having his sea brief or letter of instructions from his owners, having stated that he left it accidentally, and no log book to exhibit to show his run from day to day, and I therefore dispatched him from this port for adjudication before the prize court at Key West.

Very respectfully, your obedient servant,

ROBT. F. R. LEWIS,
Lieutenant-Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Commodore Bell, U. S. Navy, to Lieutenant-Commander Henry, U. S. Navy, commanding U. S. S. Sciota, to cruise for the interception of contraband trade.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, June 25, 1863.

SIR: You will proceed in the *Sciota* to Brazos Santiago and stop the trade through that inlet, where the U. S. consul at Matamoras represented vessels as frequently going in and out, some of them lightering contraband of war—arms, munitions, military clothing, etc.—from the Rio Grande, which the French have stopped in that direction. You will look carefully after one or more privateer schooners which have been reported as going out from Brazos, and you will also extend your visits and observations to the Rio Grande, where there is an extensive trade in contraband, and which it is desirable to break up, as far as may be in your power. I would suggest your anchoring always on the United States side of the boundary line, which by treaty with Mexico, 1848, is defined as “commencing in the Gulf of Mexico 3 leagues from the land, opposite the mouth of its deepest branch, if it should have more than one mouth emptying directly into the sea, thence up the middle of the river, following the deepest channel.” You will return to this blockade by the 9th July, instant, looking into the intermediate inlets, viz, Corpus Christi, Aransas, Pass Cavallo, Velasco, San Luis, and report the number of vessels you may see inside of them.

You are requested to economize your coal. You will firmly exercise the belligerent right of visitation and search for contraband of war, being governed by the circular from the Navy Department dated August 18, 1862.

Very respectfully,

H. H. BELL,
Commodore.

Lieutenant-Commander E. W. HENRY,
Commanding U. S. Gunboat Sciota, off Galveston.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Jouett, U. S. Navy, commanding U. S. S. R. R. Cuyler, to proceed to Philadelphia for repairs to that vessel.

NEW ORLEANS, June 25, 1863.

SIR: Upon the receipt of this order you will proceed to Philadelphia, Pa., touching at Pensacola navy yard for coal, etc. You will report the arrival of your vessel for repairs, in person, to the commander of the Philadelphia naval station, and in writing to the honorable Secretary of the Navy.

It gives me great pleasure to say that during the short period you have commanded the *Cuyler* you have shown yourself very zealous and have performed your duty to my entire satisfaction.

I shall be very happy to have both you and your vessel return speedily to my squadron.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Lieutenant-Commander JAS. E. JOUETT,
Commanding U. S. S. R. R. Cuyler, Mobile Blockade.

Order of Commodore Bell, U. S. Navy, to Lieutenant-Commander Henry, U. S. Navy, commanding U. S. S. Sciota, to investigate conditions at Tampico, Mexico.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, June 26, 1863.

SIR: You will proceed directly to Tampico Bar and communicate with Mr. Chase, U. S. consul, in reference to the interests of our country in that quarter, and you will please endeavor to ascertain what number of vessels have entered that port since January 1 from the Texan ports, and also the nature of their cargoes both inward and outward bound.

After having conferred with the consul you will then proceed to the Rio Grande to look after affairs there, in compliance with former instructions, returning to this anchorage by the 12th July.

Very respectfully,

H. H. BELL,
Commodore.

Lieutenant-Commander E. W. HENRY,
Commanding U. S. Gunboat Sciota, off Galveston.

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Marchand, U. S. Navy, acknowledging receipt of report of capture of blockade runners Planter and Neptune.

NEW ORLEANS, June 26, 1863.

SIR: It gives me great pleasure to acknowledge the receipt of your dispatches of the 14th and 15th instant, detailing the capture of the blockade runners *Planter* and *Neptune*. You will be pleased to forward

to the Navy Department your prize lists, paying particular attention to General Orders, No. 12.

Very respectfully,

[D. G. FARRAGUT],
Rear-Admiral.

Captain J. B. MARCHAND,
Commanding U. S. S. Lackawanna.

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Gillis, U. S. Navy, to send prizes to New Orleans for adjudication.

NEW ORLEANS, June 26, 1863.

SIR: You will be pleased to order hither the steamers *Planter* and *Neptune* if they have not already been sent to Key West.

Hereafter all vessels captured by my squadron are to be sent to New Orleans for adjudication.

Very respectfully,

[D. G. FARRAGUT],
Rear-Admiral.

Captain J. P. GILLIS,
Senior Naval Officer off Mobile Bay.

Report of Rear-Admiral Farragut, U. S. Navy, regarding the departure of vessels to the North for repairs.

No. 109.]

NEW ORLEANS, June 26, 1863.

SIR: In obedience to the instructions of the Department I have ordered the *R. R. Cuyler* to proceed to Philadelphia and the *Pembina* to New York for repairs. The *Kensington* sailed for New York on the 24th instant; she requires extensive repairs, and her boilers are too large to be sent out to her. I hope that the Department will soon return to me or replace these vessels.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Rear-Admiral Farragut, U. S. Navy, regarding the difficulty of restricting trade with Matamoras.

No. 108.]

NEW ORLEANS, June 26, 1863.

SIR: In reply to your communication of 9th instant, I have to refer you to my dispatch, No. 105, and the enclosures accompanying the same, by which you will perceive that Commodore Bell has visited the Rio Grande and Brazos Santiago, made several captures, and did all he could. My reason for not keeping a vessel of war there is owing to the embarrassment of the officer in doing anything in the way of obstructing trade while vessels are being cleared for Matamoras from

all the Northern ports, making it impossible for me to interfere with the introduction of foreign cargoes, although I may be perfectly convinced of their being intended for Texas, and every vessel captured would only involve litigation. I will, however, endeavor to keep a vessel for the purpose of preventing the Texans from doing anything wrong, and I hope to break up the marauding from Brazos Santiago. I have given orders to Commodore Bell to that effect some time since.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Rear-Admiral Farragut, U. S. Navy, requesting additional light-draft vessels for his command.

No. 113.]

NEW ORLEANS, June 26, 1863.

SIR: I would again urge upon the Department the necessity for sending me a few light-draft vessels of from 3 to 6 feet, fitted with boiler iron for the protection of the crew and armed with a 30-pounder rifle and two 24-pounder howitzers, and when they arrive here, if they can bear more armament, I will put on them 32s of 33 hundred-weight. The water is very low, and I have not a vessel to send to Berwick Bay; the *Hollyhock* was the only vessel I could send there, and she dragged coming out over the bar. Had I had another vessel I could have saved Brashear City, but the capture of the place was owing to the want of proper vigilance on the part of the army, as far as I can learn, for it was a perfect surprise, although they had been firing and fighting for a day or two previous to capture.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of Commodore Bell, U. S. Navy, to Acting Volunteer Lieutenant Hill, U. S. Navy, commanding U. S. bark W. G. Anderson.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, June 26, 1863.

SIR: Proceed in the *W. G. Anderson* under your command to blockade the ports of Aransas and Corpus Christi, frequently extending your observations to Pass Cavallo.

Very respectfully,

H. H. BELL,
Commodore.

Acting Volunteer Lieutenant F. S. HILL,
Commanding U. S. Bark W. G. Anderson, off Galveston.

Letter from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, forwarding consular dispatches.

NAVY DEPARTMENT, June 26, 1863.

SIR: I transmit herewith extracts from consular dispatches relative to suspicious vessels; also photographs of the steamer *Gibraltar* formerly *Sumter*.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron, New Orleans.

[Telegram.]

HEADQUARTERS DEFENSES OF NEW ORLEANS,
June 26, 1863.

Admiral Farragut informs me now, as he did before, that he has no gunboats of the proper draft to send round to Brashear.

The *Hollyhock* has returned. The captain reports that the enemy crossed to Brashear on rafts in the night, landing on Flat Island.

W. H. EMORY,
Brigadier-General, Commanding.

Major-General BANKS.

Report of Commodore Bell, U. S. Navy, regarding the movements of vessels in Texan and Mexican waters.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, June 27, 1863.

SIR: I dispatched last night the U. S. gunboat *Sciota*, Lieutenant-Commander E. W. Henry, to Tampico Bar to communicate with Mr. Chase, U. S. consul at that port, in obedience to your order of the 21st instant. Thence she will proceed to the Rio Grande and Brazos Santiago to look after the blockade in those parts and then return to this anchorage.

The gunboat *Itasca*, Lieutenant-Commander R. F. R. Lewis, returned from those two last-named ports on the 24th, after a short but successful cruise, on which he captured two schooners and chased ashore and burned two schooners and three surfboats. Lieutenant-Commander Lewis's report of his cruise (marked No. 1) is herewith enclosed.

The schooner *Rachel Seaman* is off Pass Cavallo, but is quite useless, her centerboard having been carried away, her sailing qualities much impaired, and sails quite worn-out.

The bark *W. G. Anderson* arrived last night from New Orleans and proceeded this morning to resume the blockade of Aransas and Corpus Christi.

The *Owasco*, Lieutenant-Commander J. Madigan, jr., and *Cayuga*, Lieutenant-Commander William H. Dana, are off Sabine. The rest of the gunboats are here.

The *Itasca* returned from down the coast leaking so alarmingly in a seaway moderately rough, and her engines working so badly as to determine me to send her to the river, where I think she may do good service, although entirely unfit for the sea. I shall try to keep her until the appearance of the *New London*.

Coal bark *N. Boynton* arrived to-day with 450 tons, and the schooner *Ellen P. Stewart* will be discharged as soon as the sea smooths down a little.

Very respectfully, your obedient servant,

H. H. BELL,
Commodore.

Rear-Admiral D. G. FARRAGUT,
Comdg. Western Gulf Blockading Squadron, New Orleans, La.

Order of the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, advising the enlistment of contrabands.

NAVY DEPARTMENT, June 27, 1863.

SIR: The following paragraph appears in the papers:

The Department has now on hand in the vicinity of Brashear City 7,000 to 8,000 negroes, feeding at the expense of the Government.

If this be true, and there are among them able-bodied men, can you not enlist some of them for the naval service. In addition to those needed in our squadron on the coast to supply present wants, the Department would like to have about 200 to send to the Pacific.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Comdg. Western Gulf Blockading Squadron, New Orleans.

Letter from Rear-Admiral Farragut, U. S. Navy, to Messrs. Brott, Davis & Shons, regarding orders for the protection of Union property from Mobile.

NEW ORLEANS, June 27, [1863].

GENTLEMEN: In reply to your interrogatory as to the instructions given by me to my commander of the Mobile blockade, I have to quote as follows:

Should any vessel come out of Mobile and deliver itself up as the property of a Union man desiring to go to New Orleans, take possession and send it in to New Orleans for an investigation of the facts; and if it is shown to be as represented, the vessel will be considered a legal trader under the general order permitting all cotton and other produce to come to New Orleans.

Very respectfully,

[D. G. FARRAGUT],
Rear-Admiral.

MESSRS. BROTT, DAVIS & SHONS.

Naval operations in defense of Donaldsonville, June 27 to July 12, 1863.

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Read, U. S. Navy, commanding U. S. S. *Monongahela*.

NEW ORLEANS, *June 27, 1863.*

SIR: You will proceed at daylight to-morrow to Donaldsonville and you will remain there with the U. S. steam sloop *Monongahela* under your command until you consider the town as safe from any attack, or the attacks repulsed and the enemy driven off, when you will return hither.

Both on your way up and down you will keep a good lookout for the enemy, shelling him whenever encountered.

The enemy are now threatening Donaldsonville.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commander ABNER READ,
Commanding U. S. S. Monongahela.

[Telegram.]

HEADQUARTERS DEFENSES OF NEW ORLEANS, *June 27, 1863.*

I have just received the following telegram from commanding officer at Donaldsonville, Major Porter. I can not say which is the real point of intended attack, this or Donaldsonville. Have shown this to Admiral Farragut, who has sent up an additional gunboat.

W. H. EMORY,
Brigadier-General, Commanding.

Major-General BANKS.

Order of Brigadier-General Emory, U. S. Army, to the commanding officer at Donaldsonville, promising aid.

HEADQUARTERS DEFENSES OF NEW ORLEANS, *June 27, 1863.*

Make a good fight. I will soon send gunboats to aid you.

By command of W. H. Emory, brigadier-general, commanding:

W. D. SMITH,
Lieutenant-Colonel and Acting Assistant Adjutant-General.

COMMANDING OFFICER AT DONALDSONVILLE.

Letter from Major-General Banks, U. S. Army, to Captain Alden, U. S. Navy, requesting the services of the U. S. S. *Essex*.

HDQRS. DEPT. OF THE GULF, NINETEENTH ARMY CORPS,
Before Port Hudson, June 27, 1863—11 p. m.

SIR: Donaldsonville is threatened with an attack from the rebel forces under General Green. I would request that the *Essex* may be

sent immediately to aid in the defense. The enemy is understood to have no other artillery than light fieldpieces, 6 and 12 pounders probably.

Very respectfully, your obedient servant,

N. P. BANKS,
Major-General, Commanding.

Captain ALDEN, U. S. Navy,
Commanding Fleet.

[Signal.]

JUNE 28, 1863.

The commanding-general requests that you spare your tug to take ammunition from Springfield Landing to Donaldsonville. Please answer.

RICH'D B. IRWIN,
Assistant Adjutant-General.

Captain ALDEN.

[Signal.]

JUNE 28, 1863.

I sent the *Genesee*, a powerful gunboat, at daylight this morning to Donaldsonville, with Lieutenant Harwood on board.

ALDEN,
Captain.

General BANKS.

Letter from Brigadier-General Emory, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, regarding reported plan of the enemy to cross the river.

HEADQUARTERS DEFENSES OF NEW ORLEANS, *June 28, 1863.*

I understand, from a man whom I have no reason to doubt, that it is the plan of the enemy to cross above here about 18 miles night after to-morrow or Tuesday night. His main force is to cross there, while a detachment of 3,000 or 4,000 is to cross 4 miles below. I therefore respectfully suggest that you direct your gunboats to have all the schooners, sloops, and barges, of every sort between here and Donaldsonville, and also for several miles below the town, brought to this side of the river. If necessary, I can order one or two of the river boats to aid in the operation.

I have the honor to be, admiral, your obedient servant,

W. H. EMORY,
Brigadier-General, Commanding.

Admiral FARRAGUT.

[Telegram.]

HEADQUARTERS DEFENSES OF NEW ORLEANS, *June 29, 1863.*

Rebel troops are reported on the east side of the river, 20 miles above Bonnet Carré. Keep a sharp lookout on both sides of the river.

D. G. FARRAGUT,
Admiral.

Captain WATTERS.

Report of Rear-Admiral Farragut, U. S. Navy, regarding a repulse of the enemy, and transmitting reports.

No. 116.] FLAGSHIP PENSACOLA, *New Orleans, June 29, 1863.*

SIR: I have to inform the Department that while I was at Port Hudson I received a dispatch stating that the rebels were in force on the west bank of the river, threatening Plaquemine and Donaldsonville. I started immediately for the first-named place, but on my arrival at Baton Rouge found a dispatch from Lieutenant-Commander Weaver to the effect that the rebels, about 150 Texans, had made a raid into Plaquemine some three hours previous to his arrival and had burned two steamers that were lying there. Lieutenant-Commander Weaver shelled the place, driving the enemy out of the town, and followed them down the river to Donaldsonville, which place he reached in advance of them. By dark I was also there and found that the *Kineo* had also been sent up by Commodore Morris. The enemy, finding us in such strong force of gunboats, gave out that they would not attack Donaldsonville, but would go by the railroad to Brashear City. I therefore ordered the *Winona*, Lieutenant-Commander Weaver, to cruise up and down the river, and he, seeing the enemy on two occasions, shelled them. As I had much to attend to in New Orleans, I dropped down, placing the gunboats to the best advantage above and below. Lieutenant-Commander Waters volunteered to assist the volunteer officer commanding the fort in the drilling of his men at great guns. I paid them a visit and gave them my advice in case of an attack, which I looked for sooner or later. I left Commander Woolsey in the *Princess Royal* in command at Donaldsonville, ordered the *Winona* to Plaquemine, and stationed the *Kineo* at a place below where the railroad ran near the river, distant about 23 miles from New Orleans. On the 17th instant the enemy reached the La Fourche Crossing and attacked our pickets, who repulsed them, causing them a heavy loss. On the 18th they had a second fight and were again repulsed. On the 23d the enemy, under Generals Green and Mouton, attacked and captured Brashear City; our force there was very small. I had only a small steamer mounting two 12-pound howitzers, which I purchased as a tug, but I regret to say that her commander is not represented as having been any more vigilant than the rest, and backed down the bay. Mr. Ryder says, however, that he could not fire into the enemy without firing into our own people, so he withdrew and retired to New Orleans, leaving Brashear City in possession of the enemy.

On the 27th, Commander Woolsey informed me by telegraph, and Brigadier-General Emory personally, that General Green, of Texas, had notified the women and children to leave Donaldsonville, as he intended making an attack. I immediately ordered the *Kineo* up to the assistance of the *Princess Royal*, and Lieutenant-Commander Weaver in the *Winona* being on the alert, was also at Donaldsonville in time to take part in the repulsing of the enemy. I enclose herewith Commander Woolsey's report of the affair. At 1:20 a. m. of the 28th the enemy made the attack and their storming party got into the fort, but the gunboats opened a flanking fire above and below the fort, hurling destruction into the rebel ranks and driving back the supporting party so that they broke and fled, and the 120 who entered the fort were captured. At 4:30 a. m. the rebels (Texans) fell back

in great rage, vowing vengeance. I had in the meantime ordered up the *Monongahela*, Commander Read, and General Emory first, and then General Banks sent forward reinforcements. General Stone is now in command there and the place is perfectly secure.

The prisoners arrived from Donaldsonville, number 124, among which are 1 lieutenant-colonel, 2 majors, 3 captains, and 5 lieutenants. Our forces have buried 69 rebel dead and are still employed, calculating that there are about 100. Colonel [Joseph] Phillips is among the number of the rebel dead.

All of which is respectfully submitted by your obedient servant,
D. G. FARRAGUT,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. S. PRINCESS ROYAL,
Donaldsonville, La., June 28, 1863.

SIR: I respectfully submit the following report:

Shortly after noon yesterday (27th), hearing the long roll beat in the fort, I sent to enquire the reason, and was informed that the rebels were in force within 3 miles of the post. At 5:30 p. m. a letter from the rebel general, Green, to the commander of the post was brought on board, said letter requesting permission to notify the women and children to remove 3 miles beyond the post by evening. I advised the major commanding to send the flag of truce back at once with the reply that we would give the necessary information. I immediately saw the provost-marshal on the subject and he circulated the necessary notification. At 7:40 p. m. I got underway and cleared for action, finding it absolutely necessary to be underway, as there were several points to be covered, and the *Princess Royal* was the only vessel here. At 10 minutes a. m. this morning the red Coston light was burned at the fort; at 15 minutes a. m. (having anchored) I got underway again, steaming ahead slowly, opening the north side of the fort. At 1:20 a. m. the rebels opened fire with musketry upon the fort. At 1:21 a. m. the fort opened with two guns. At 1:25 a. m., having ascertained the position of the rebels, this ship commenced the action, shell-ing the woods to the right of the fort in the direction of the enemy, firing a few IX-inch and 30-pounder shot over the fort, up the bayou, for the purpose of dislodging troops that might be in the rear.

Finding that the rebels were pressing upon the north side of the fort, I sheered close in and kept up a fire from all guns with shrapnel and IX-inch 5-second fuzes until about 2 a. m., when the smoke became so dense that I could not see the lights showing the position of the fort. I then stood upstream about 200 yards, continuing the fire upon the rebel troops, who were in the woods north of and at a distance of about 400 yards from the fort. Their position was indicated by their constant yelling, as I could not see their fire for the smoke. I then stood up abreast of an opening which I remembered to be in the levee, and through this, having reduced the range to point blank, I fired shrapnel from the 30 and 24 pounders and grape from the IX-inch, enfilading the levee. At 2:30 the enemy opened on us with rifles. At 2:40 turned and headed down the river, fighting all guns on the star-board side; the enemy's rifle opening on us from the town, fired a

broadside up the main street and another up the south bank of the bayou, then stood up and took position to enfilade the north side of the fort. Here I opened fire with 30 and 24 pounder shrapnel, 1X-inch grape, and small arms. This fire was kept up until 3:30 a. m. The fire upon us from the enemy's rifles was so sharp that I was obliged several times to call the men to lie at their quarters. At about 3:45 a. m. the yelling of the rebels discontinued and the fire materially slackened. Shortly after we heard three cheers from the fort. At 4 a. m. the *Winona* hove in sight and immediately opened fire, which she continued until 4:30 a. m., when we ceased firing. The smoke clearing away, discovered the American flag flying over the fort. We gave three cheers and came to anchor. At 4:30 a. m. the *Kineo* hove in sight, coming up the river, and at about 5 a. m. anchored near us. This vessel received no material injury. One grapeshot passed through the upper works, doing trifling damage on deck; one grapeshot passed through the ship's side between decks, another through the ship's side about a foot above water, and one through one of the boats on the bridge. The hull was struck in sixteen places by grapeshot. Most of the rifle balls passed above the men's heads. Casualties among the crew are as follows: Isaac Foster, landsman, killed; Alexander Gordon, captain of the forecastle, wounded in the wrist slightly; Charles Preston, seaman, wounded in both legs. Foster was buried this afternoon near the telegraph station on the opposite side of the river. The officers and crew behaved in a most beautiful manner without exception. I wish to speak particularly of Acting Ensign Theodore H. Paine and the crew of the 30-pounder rifle on the forecastle, who were the most exposed and worked the gun lying down, Mr. Paine aiming and firing the gun through a heavy fire of rifles. During the forenoon I received on board the *Princess Royal* for safe-keeping 24 of the 120 rebel prisoners captured in the fort, the others being distributed between the other two vessels. At 12 m. the U. S. S. *Monongahela* arrived from below. I respectfully enclose herewith a list of ammunition expended and the surgeon's report.

I have the honor to be, respectfully, sir, your obedient servant,
M. B. WOOLSEY,
Commander.

Rear-Admiral D. G. FARRAGUT,
Comdg. West Gulf Blockading Squadron, New Orleans, La.

[Subenclosure.]

NEW ORLEANS, June 30, 1863.

SIR: The following is a list of the killed and wounded on board the U. S. S. *Princess Royal*, during an action at Donaldsonville, La., on the morning of the 28th instant, viz:

Killed.—Isaac Foster, landsman; killed instantly by rifle ball.

Wounded.—Charles Preston, seaman, left ankle and right leg; rifle ball. Alexander Gordon, captain forecastle, ankle, wrist.

Total, 1 killed, 2 wounded.

T. K. CHANDLER,
Surgeon, *Princess Royal*.

I am, very respectfully, your obedient servant,

J. M. FOLTZ,
Fleet Surgeon.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Report of Brigadier-General Emory, U. S. Army, regarding military operations.

HEADQUARTERS DEFENSES OF NEW ORLEANS, *June 30, 1863.*

COLONEL: The telegrams sent to headquarters have faithfully represented to you every movement made by our troops in the defense of the Opelousas Railway, Brashear City, and Donaldsonville. But it may be proper for me to give a connected history of events. * * *

In this connection I turn with pleasure to the occurrences which took place immediately after at Donaldsonville. On the 27th June I received notice that Donaldsonville was threatened. I ordered the place to be held at every cost; sent up reinforcements under Major Clark, and communicated the information to Admiral Farragut, who sent up an additional gunboat; both arrived in time. At half past 1 o'clock on the morning of the 28th, the enemy made a furious assault upon the little fort, and continued the attack till daybreak, when they were finally repulsed, losing 100 killed, 120 prisoners, including several officers of rank, and many wounded, of which we have no account. Too much praise can not be given to Major Bullen and his command, as well as to the officers and men who manned the gunboats that participated in repelling the attack. Our loss was only 16 killed and wounded.

I have the honor to be, your obedient servant,

W. H. EMORY,

Brigadier-General, Commanding.

Lieutenant-Colonel IRWIN,

Assistant Adjutant-General.

Letter from Brigadier-General Emory, U. S. Army, to Commodore Morris, U. S. Navy, requesting cooperation in restricting the movements of vessels in the Mississippi.

HEADQUARTERS DEFENSES OF NEW ORLEANS, *July 2, 1863.*

Some apprehensions are entertained that vessels may be sent from this city up the river to aid the rebels. I have given orders that no steamer or other vessel not on Government service be allowed to pass up the river, except by especial authority from these headquarters.

I have therefore respectfully to suggest, if you can conveniently do so, that you will station a vessel at the parapet, with orders to let no vessel pass, unless she is on Government service or has a permit from these headquarters.

I have the honor to be, commodore, your obedient servant,

W. H. EMORY,

Brigadier-General, Commanding.

Commodore MORRIS.

Letter from Brigadier-General Emory, U. S. Army, to Commodore Morris, U. S. Navy, advising concentration of gunboats at College Point and Bonnet Carré.

HEADQUARTERS DEFENSES OF NEW ORLEANS, *July 3, 1863.*

Our transports have been fired into at College Point and one of them, the *Iberville*, badly disabled.

I find it necessary to send a dispatch to General Banks. Can you furnish convoy to the steamer which takes it as far as College Point?

Some of the gunboats at Donaldsonville should be concentrated at that point and at Bonnet Carré.

If you have any dispatches to send, I shall be happy to send them by this boat.

I have the honor to be your obedient servant,

W. H. EMORY,
Brigadier-General, Commanding.

Commodore MORRIS.

Letter from Brigadier-General Emory, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, regarding the force of the enemy.

HEADQUARTERS DEFENSES OF NEW ORLEANS, *July 4, 1863.*

The paroled prisoners have come in. The estimate I made of the strength of the enemy before you left here is fully confirmed. They are estimated at 13,000, with numerous artillery. They are slowly but steadily advancing on this place, making strong fortifications at all the passes.

I am, very respectfully, your obedient servant,

W. H. EMORY,
Brigadier-General, Commanding.

Admiral FARRAGUT.

Report of Commander Woolsey, U. S. Navy, transmitting note from Major Bullen, U. S. Army, giving information regarding the enemy.

U. S. S. PRINCESS ROYAL,
Off Donaldsonville, La., July 5, 1863.

SIR: The *Kineo* returned from College Point this morning, convoying the *Sallie Robinson*. The latter vessel was fired into as she passed that point. I have directed Lieutenant-Commander Watters to make a report. I sent the *Winona* down to convoy up another boat which was expected. The *North America* is waiting the return of the *Winona* to convoy her down, and the *Kineo* will convoy the *Sallie Robinson* above Doyle's plantation and return. I find it necessary to keep a gunboat down about College Point to convoy vessels up, as the enemy has a field battery and sharpshooters there, and fires upon every transport that passes. We need all the force we can get there. The fort has been reinforced by men, but no more pieces. I respectfully enclose the copy of a note which I have just received from Major Bullen.

From the best information we can gain from spies, deserters, and prisoners, the rebel force is from 15,000 to 18,000. Major commanding the post thinks there are about 10,000. They are the united forces of Mouton, Green, and Taylor.

The report gives them 20 pieces of artillery. Last night their pickets were inside of ours, and they were within three-quarters of a mile of the post.

I am, most respectfully, sir, your obedient servant,

M. B. WOOLSEY,
Commander.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

[Enclosure.]

HEADQUARTERS,
Donaldsonville, July 4, 1863.

DEAR SIR: My pickets were approached by those of the enemy last evening at about 11 o'clock. One of the enemy was in advance of the rest; my picket halted him and ordered him to surrender, which he refused to do, when my picket fired on him and then retired, sending me information of the transaction. This morning we found the man whom the picket fired at last night, badly wounded. He is a captain of one of the Texas companies; says only the advanced brigade attacked the fort on Sunday a. m.; that there were many wounded; that he was not in the fight; that Colonel Phillips and the other field officers of his regiment were killed or captured.

A negro man came in this morning from Thibodeaux; says there is a rebel force at Thibodeaux; that there are wounded soldiers there; that there are three camps between Napoleonville and Donaldsonville; that they have artillery; that they brought four pieces of artillery from Berwick Bay; that they are repairing the railroad to La Fourche Crossing; that he heard them talking about going to New Orleans; that some of them left Napoleonville Thursday, and said they were coming to Donaldsonville to take the fort. Says General Mouton is in command. The wounded captain says there are 18,000 troops between Napoleonville and Donaldsonville. All of which I submit to you. My impression is that they mean to try us once more.

I am, sir, yours, respectfully,

J. D. BULLEN,
Major, Commanding Post.

Captain WOOLSEY.

Report of Commander Woolsey, U. S. Navy, regarding the murder of Major Bullen, of Twenty-Eighth Regiment Maine Infantry.

U. S. S. PRINCESS ROYAL,
Below Donaldsonville, La., July 6, 1863.

SIR: It becomes my painful duty to report to you that Major Bullen, of the Maine Volunteers, and late commander of Fort Butler, was murdered in cold blood late last night by a private of the First Louisiana Volunteers. His body is now on board the *Cornie* awaiting a convoy down to New Orleans.

The murderer is in double irons, under a guard, on board this vessel.

I am, most respectfully, sir, your obedient servant,

M. B. WOOLSEY,
Commander.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron, Port Hudson.

Letter from Rear-Admiral Farragut, U. S. Navy, to Brigadier-General Emory, U. S. Army, referring to the situation of the enemy.

FLAGSHIP TENNESSEE,
Port Hudson, July 5, 1863.

DEAR GENERAL: Your note is duly received. I understand the play of the rebels, and think we can foil them. I have ample force on the river to keep them in check. They are on the west bank, from Donaldsonville down about 12 or 15 miles, and a picket of 200 or 300

extending down as far as Bonnet Carré. Watters shelled them the other night as I came up. I have two boats at Donaldsonville and one below to convoy the transports.

The Quartermaster-General ought to be very particular in the captains of his steamers, as a rebel will run in and surrender if he has half a chance.

I had a long letter from Porter to-day by the *Arizona*. He says it is reported that Vicksburg will surrender to-day. They had pride in not surrendering until after the Fourth of July.

I shall go to see General Banks to-morrow. You have plenty of force at New Orleans—two sloops of war and three or four other vessels there, whose guns are as good as ever, and, even if their steam is not available, they can shell the city.

It is most important to have the gunboats watch the rebels on the river.

Porter writes me that they are playing the same game with him in trying to cut off supplies. They are 2,000 or 3,000 strong up there.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Brigadier-General EMORY,
Commanding U. S. Forces, New Orleans.

Letter from Major-General Banks, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, acknowledging naval cooperation.

HDQRS. DEPT. OF THE GULF, NINETEENTH ARMY CORPS,
Before Port Hudson, La., July 5, 1863.

Your letter of July 2 I received at 5 o'clock last evening. It had been delayed by some mischance upon its way hither. A subsequent letter relating to the same subject was received and has been answered.

The result at Donaldsonville was very gratifying, and I feel greatly indebted to the officers of the Navy for the assistance they gave and the distinguished part they played in this most creditable affair. General Emory writes me, July 3, that the rebels have fired upon our transports from a point some few miles below Donaldsonville. They have disabled the *Iberville*, which was towed back to New Orleans, and put some shots through one or two other vessels. I desire you, if possible, to patrol the river with the gunboats, so that our communication may be kept open for a few days longer. This is very important. General Emory is much alarmed for the safety of New Orleans, but I can not think the city is in any danger. It is impossible for me just now to send him the reinforcements he required, but, although their movements will occasion some inconvenience, I am quite satisfied that there is no imminent peril.

We have no news from Grant. Affairs in the North are becoming interesting.

We are progressing favorably, but not as rapidly as I could wish, with our movements here. Three or four days more will bring our affairs to a successful issue. I shall be delighted to see you again.

I have the honor to be, with much respect, your obedient servant,

N. P. BANKS,
Major-General, Commanding.

Rear-Admiral D. G. FARRAGUT,
Commanding, etc.

Report of Brigadier-General Emory, U. S. Army, requesting immediate reinforcement.

HEADQUARTERS DEFENSES OF NEW ORLEANS,
New Orleans, July 3, 1863.

GENERAL: The time has come when I think it imperatively necessary that you send me reinforcements.

The enemy are in force at Bayou des Allemands, on the Vacherie road, and at Whitehall Sawmill. The *Iberville* has been fired into and is now coming down in tow of the *Sallie Robinson*.

I do not think you have one minute to lose in sending reinforcements. Transports will have to be convoyed by gunboats. The enemy have sent a flag of truce from Bayou des Allemands, saying they have 1,200 prisoners they wish to deliver. Where they came from I do not know. They have already sent in 50 by the way of the fort at Donaldsonville. These men have used such seditious language that the commanding officer at the United States barracks has been obliged to put them in confinement.

The navy is all above, except the *Pensacola* and *Portsmouth*, and the *New London*, which is about being completed and sent to Texas.

Just as I finished the above, the *Zephyr*, with my aid-de-camp, Lieutenant [J. C. ?] French, returning from Donaldsonville, where I was compelled to send reinforcements, has also been fired into, receiving two solid shot. As I before informed you, the attempt to raise a force here is a failure.

The enemy's plan is to cut your communication and then march on this city.

Very respectfully, your obedient servant,

W. H. EMORY,
Brigadier-General, Commanding.

Major-General BANKS,
Commanding Nineteenth Army Corps.

[Telegram.]

NEW ORLEANS, *July 6, 1863.*

Send at once, by any steamer now at Donaldsonville, notice to General Banks and Admiral Farragut that the enemy are advancing in force on you from both directions.

By command of Brigadier-General Emory.

FRANK W. LORING,
Aid-de-Camp.

Commanding OFFICER, [*Donaldsonville, La.*].

Letter from the Post Adjutant at Donaldsonville, to Commander Woolsey, U. S. Navy, regarding rumored intention of the enemy to divert the gunboats from that place.

HEADQUARTERS, FORT BUTLER,
Donaldsonville, July 6, 1863.

SIR: Accompanying this communication are two colored boys who report that they were taken prisoners at Berwick Bay by the Confederate force at that place. They left the rebel camp 7 miles down

the coast, at Madame Winchester's plantation, last evening at 8 o'clock. They state the force there to be about 10,000, under command of Colonel [W. P.] Lane, with eight rifles and two smoothbores; that their object is to cause a diversion of the gunboats from this post down the river, in order to make a raid on the fort, with the intention of capturing it. It is Colonel Hadlock's wish that you receive them and proceed down the river to the point designated and give them a shell or two; at the same time to convoy the steamer *Cornie* down below the point mentioned, with the remains of Major Bullen on board. The two colored boys are desirous of joining the Twenty-first Indiana Battery, now stationed at New Orleans, and Colonel Hadlock requests that you would exercise your own judgment in regard to them.

I am, sir, very respectfully, your obedient servant,

H. KEMBLE OLIVER,
Lieutenant and Post Adjutant.

Commander WOOLSEY,
Gunboat Princess Royal.

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Macomb, U. S. Navy, in view of the departure of the former for Donaldsonville.

JULY 7, 1863.

COMMANDER MACOMB: I am going down the river as far as Donaldsonville, or perhaps as low as College Point, to see what are the obstructions; in fact, they appear to have such a stampede on them at New Orleans that I may go down there.

So look out for the vessels here.

Yours, truly,

D. G. FARRAGUT,
Rear-Admiral.

Report of Rear-Admiral Farragut, U. S. Navy, transmitting report announcing the death of Commander Abner Read, U. S. Navy.

No. 127.]

FLAG-STEAMER TENNESSEE,
New Orleans, July 28, 1863.

SIR: I have the honor herewith to enclose the report of Captain T. A. Jenkins of an engagement with rebel batteries situated about 12 miles below Donaldsonville, which deprived the service of one of its bravest officers, Commander Abner Read, who died in the hospital at Baton Rouge from the effect of his wounds on the 12th instant.

Commander Read was one of the most gallant and enterprising officers in my squadron, and the very mention of his name was a source of terror to the rebels. "The country could well have spared a better man."

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

U. S. S. MONONGAHELA, *July 7, 1863.*

SIR: In obedience to your order of the 3d instant I came on board of this vessel, with the sanction of Commodore H. W. Morris, for passage to Port Hudson.

It is my painful duty to have to report that Commander Abner Read, in command of this vessel, received, about 9 a. m. to-day, two dangerous wounds while gallantly engaging the rebel field batteries behind the levee, about 12 miles below Donaldsonville.

Lieutenant Dewey, the executive officer of this vessel, the other officers, and the crew displayed an unrivaled coolness and courage during the entire action.

Lieutenant-Commander Perkins, in command of the *New London*, fought his vessel admirably.

Very respectfully,

THORNTON A. JENKINS,
Captain of the Fleet.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Additional report of Captain Jenkins, U. S. Navy, regarding the death of Commander Abner Read, U. S. Navy.

U. S. S. RICHMOND,
Below Port Hudson, July 9, 1863.

ADMIRAL: I have just received by the *New London* the painful intelligence of the decease, about midnight of last night, of Commander Abner Read, late of the U. S. S. *Monongahela*. I am informed that he suffered great pain from his wounds previous to his death.

The service and country has lost one of its most gallant officers in the death of Commander Read; one, too, who will long be remembered by all under your command for his coolness, courage, and untiring zeal, and for many gallant acts since the commencement of this rebellion. Permit me to express the hope that arrangements may be made at the proper time for the transportation of his remains to his family and friends, and with that view that suitable instructions be given to those in authority at Baton Rouge.

I am, respectfully,

THORNTON A. JENKINS,
Captain and Senior Officer Present.

[Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.]

Report of Fleet Surgeon Foltz, U. S. Navy, forwarding report of casualties on the U. S. S. *Monongahela*.

NEW ORLEANS, *July 28, 1863.*

SIR: I herewith enclose the official list of the killed and wounded on board the U. S. S. *Monongahela* during her engagement with the enemy on the 7th instant below Donaldsonville.



UNITED STATES STEAMER MONONGAHELA.

Commander Abner Read, commanding the *Monongahela*, died of wounds received in this engagement, on Sunday, the 12th instant, at the officers' hospital in Baton Rouge.

I am, very respectfully, your obedient servant,

J. M. FOLTZ,
Fleet Surgeon.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

[Enclosure.]

U. S. S. MONONGAHELA,
Mississippi River, July 7, 1863.

SIR: It is my painful duty to report the following casualties on board this ship in the action to-day with the rebel artillery and musketry below Donaldsonville:

Wounded.—Commander Abner Read, * dangerously, by shell in abdomen and right knee. Captain Thornton A. Jenkins, severe contusion of anterior portion of right thigh; Jacob Huber, landsman, severely, by shell on back portion of right thigh; in the hospital at Baton Rouge. Lewis Bunker, landsman, severely, musket ball through right shoulder. Francis Pfromer, landsman, slight contusion by splinter on back portion of left shoulder.

Killed.—Patrick Hamilton, ordinary seaman, by shell.

I am, very respectfully, your obedient servant,

DAVID KINDLEBERGER, *Surgeon.*

Fleet Surgeon J. M. FOLTZ,
New Orleans.

Letter from Brigadier-General Emory, U. S. Army, to Commodore Morris, U. S. Navy, regarding the unprotected condition of New Orleans.

HEADQUARTERS, DEFENSES OF NEW ORLEANS,
New Orleans, July 8, 1863.

COMMODORE: I communicated to you yesterday morning that the enemy were building a battery on the river opposite Bonnet Carré.

I now have to communicate that I have learned, through a refugee of unquestionable veracity, that the enemy, 3,000 strong, are moving through the lakes by way of Barataria with the intention of interrupting our communication between this city and the mouth of the river. The expectation of the enemy is that as soon as they cut our communication below as they have that above, the city will rise, and, in my opinion, nothing will prevent such an enterprise but the glorious news of the fall of Vicksburg.

I have communicated already to General Banks and Admiral Farragut the imminent danger in which the city, I consider, has been left by withdrawing the forces from here.

I now have no means whatever of communicating with either, but although I have given them full information and they are aware that

* Commander Abner Read, U. S. Navy, died at the officers' hospital at Baton Rouge on Sunday, July 12, 1863.

D. KINDLEBERGER,
Surgeon, U. S. Navy.

this city is open to the force of the enemy approaching from Brashear City, I nevertheless think it due to both of them that they should, with as little as possible delay, receive the information contained in this letter, and would therefore thank you to forward it to them, as I have no means of communicating with them except by gunboats, and I do not think a communication of this character should go by any other mode of conveyance.

It is proper to state that the 3,000 coming in through the lakes to occupy the bank of the river below, as far as I am informed, are no part of the force under General Taylor, estimated at 13,000, operating between General Banks and this city, but are composed of watermen, fishermen, and irregular forces from the lagoons and bayous of southern Texas and Louisiana.

A prisoner just in informs me that the enemy have completed the reconstruction of the Opelousas Railroad, and are running cars as far as Raceland, at which point they are throwing up breastworks.

Everything is doing by me that is possible to strengthen our position, and I have expressed to those most concerned my determination to hold the city to the last extremity, even if it involves its destruction.

What I am most concerned about is the scattered disposition of our stores and armament, and the demoralization from the presence of 1,200 or 1,500 paroled prisoners and some 5,000 noncombatants, sick and wounded.

I enclose herewith a telegram this moment received from my cavalry patrol on the east bank of the river, containing information of two formidable batteries, one opposite College Point and one opposite a point about 2 miles above Humphreys Station.

These batteries should be shelled out before the works are perfected.

I am, commodore, your most obedient servant,

W. H. EMORY,
Brigadier-General, Commanding.

Commodore MORRIS.

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Jenkins, U. S. Navy, regarding general matters.

FLAG-STEAMER TENNESSEE,
Off Donaldsonville, La., July 9, 1863.

CAPTAIN: I found that the *Kineo* and *New London* had returned from convoying the *St. Mary's* down; but it appears from the report of the commanding officer below at Humphreys Station that the *St. Mary's* was fired into again from a battery placed opposite College Point. He does not say whether she was injured or not, but that they opened furiously on her. He says that he has authentic information that they are putting up a heavy battery there of the guns brought from Brashear City, so that there are but little hopes of any of the transports coming up, unless they are compelled, until we get the *Essex* down to level this battery.

I shall probably go down this evening with the *Monongahela*, *Kineo*, and *Tennessee*, and if the two merchant vessels below here will go down we will take them under our convoy.

She has on board the paroled soldiers from Brashear City, but the steamer is perfectly secure, having a vessel on each side of her, but the captain pretended that he could not tow the two.

I shall write to Acting Rear-Admiral Porter, telling him what the Secretary says about delivering over the river to him, and asking him to send two or three ironclads down here until we can get clear of these Texans, and I shall also write to Commodore Palmer that the very moment he can with propriety leave his present station to come down the river; one of the large ships is indispensably necessary here, and if I can get down to New Orleans I shall send for Bell to come into the river by way of relaxation. In the meantime I fear that the general's communication will be much interrupted unless Port Hudson falls very shortly and he is able to come here and drive these Texans out.

I have lost a day here in coaling the *Winona*. I wish you would ask the army to tow our coal vessel down to this point at least (when one of their transports is coming down); from here we may be able to take her down with one of the gunboats below the batteries.

I hope the *Essex* is on her way down. I will leave orders for Captain Townsend with Captain Woolsey.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Captain THORNTON A. JENKINS,
Commanding U. S. S. Richmond.

Letter from Rear-Admiral Farragut, U. S. Navy, to Acting Rear-Admiral Porter, U. S. Navy, regarding additional vessels for keeping communication open between Port Hudson and New Orleans.

FLAG-STEAMER TENNESSEE,
Off Donaldsonville, La., July 9, 1863.

DEAR ADMIRAL: The Department, I presume, anticipated the fall of Vicksburg and Port Hudson by the time their dispatch would reach me, in which they tell me that "I will now be able to turn over the Mississippi River to you and give my more particular attention to the blockade on the different points on the coast;" but as Port Hudson has not yet fallen, I am unable to say to you that the river is open to New Orleans.

There are here, as above, some 10,000 Texans, who have 15 or 20 pieces of light artillery, and have cut embrasures in the levee and annoy our vessels very much.

In a fight with them two days since poor Abner Read, who has perhaps done as much fighting as any man in this war, was mortally wounded on board the *Monongahela*, and Captain Jenkins, who was a passenger up to take command of the *Richmond*, was slightly wounded.

They found the enemy well protected by the levee, and their sharpshooters kept up a constant fire upon the guns' crews.

The ironclads, you perceive, would neither mind their 6-pound and 8-pound fieldpieces nor their musketry. I shall put the *Essex* at work on them at once. If you can spare one or two that have a little more speed and could stem the current, you will render good service to the country.

They would then be able to keep open the communication perfectly between Port Hudson and New Orleans.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Townsend, U. S. Navy, commanding U. S. S. Essex, regarding duties to be performed by that vessel.

FLAG-STEAMER TENNESSEE,
Off Donaldsonville, July 9, 1863.

SIR: On your arrival at this place you will communicate with Commander Woolsey, who will inform you of the whereabouts of the batteries below. They are fieldpieces, named to me as 6-pound and 8-pound Parrotts, but some of the officers think them 12-pound. You will be able to give convoy from one end of the line to the other, which is supposed to be 12 or 15 miles.

When steamers come up they will take you in tow, and, perhaps, for their security, it would be best to do so going down.

When you go down you will lie below until something is coming up, but much will be left to your own judgment, both with regard to convoys and the enemy's batteries.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commander TOWNSEND,
Commanding U. S. Ironclad Essex.

Letter from Major-General Banks, U. S. Army, to Captain Jenkins, U. S. Navy, requesting assistance in transporting troops to Donaldsonville.

HEADQUARTERS DEPARTMENT OF THE GULF,
Port Hudson, July 10, 1863.

DEAR SIR: We received news by the *Laurel Hill* that the enemy is in force below Donaldsonville. They have 11 pieces of artillery on the river. The *New London* was disabled on her passage down, receiving four shots through her boilers. Many of the men were scalded, and a considerable number shot by the sharpshooters. I am very anxious to send forthwith all the troops that can be spared from this post. The enemy has no intelligence of the fall of Vicksburg or Port Hudson, and can be captured if we can get a sufficient force in his rear in time. Will it be possible for you to take a couple of regiments down to Donaldsonville on the *Richmond*? Nothing but men would, of course, go on board. This will be of great service. With the transports that are coming up to-night we shall thus possibly get to Donaldsonville a large part of our available force. I received your note of this day. I have been down to Thompson's Creek, and have made arrangements for the immediate construction of the dam.

I have the honor to be, with much respect, your obedient servant,

N. P. BANKS,
Major-General, Commanding.

Captain THORNTON A. JENKINS.

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Emmons, U. S. Navy, to assume command of the U. S. S. Monongahela.

FLAG-STEAMER TENNESSEE,
New Orleans, July 11, 1863.

SIR: You will take passage up the river in the U. S. gunboat *Kineo* until you fall in with the U. S. steam sloop *Monongahela*, when you

will go on board of and assume the command of that vessel, and you will require to be turned over to you all unexecuted orders.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Captain GEO. F. EMMONS,
Commanding U. S. Steam Sloop *Monongahela*.

Report of Commander Townsend, U. S. Navy, commanding U. S. S. *Essex*, regarding the relief of the *New London* and attack by Confederate batteries.

U. S. S. *ESSEX*,
Grandview Reach, July 10, 1863.

SIR: I have the honor to report that in obedience to your orders given before your departure this morning, I proceeded in the *Essex* to the relief of the *New London*, the *Monongahela*, on our starboard beam, towing us more rapidly against the current than we were able to steam down with the current last evening. We found the *New London* ashore, made fast to the bank below White Hall Point, and out of range from the battery, a position where Lieutenant-Commander Perkins, after much difficulty, had succeeded in placing her. The *Monongahela* got her off, took her in tow on the port side, and made fast to the port side of the *Essex*. Thus sheltered, they made the downward trip almost unscathed. As the *New London* is completely disabled by shots through her boiler, I sent word to Lieutenant-Commander Watters, of the *Kineo*, to take her in tow to New Orleans and report to you. Lieutenant-Commander Perkins, having fruitlessly sent several messengers to Donaldsonville for assistance, was finally this morning obliged to proceed thither himself. Lieutenant Day, who was left in charge, although wounded, was on the alert and preserved good order and discipline among the crew.

On our way up the battery at the head of Grandview Reach did not open upon us, but it did so spitefully upon our return. The battery opposite College Point gave us a warm reception both going and returning. Whilst the *Monongahela* was getting the *New London* afloat we proceeded up in the *Essex*, off White Hall Point, and opened upon the Winchester plantation battery, both at long and short range; they did not return our fire. We counted seven embrasures, but saw no guns in position there. A crowd of sharpshooters lining the levee disappeared soon after we opened fire. Last evening and to-day we were struck by shot and shell nine times. One penetrated the solid timber of the starboard forward guard; three glanced from our plating on the sides and quarter, doing no particular damage; the others passed, respectively, through both sides of the wheelhouse, the awning rail and furled awning, the starboard smokestack, the galley funnel, and both ventilators. I will not particularize the pattering showers of musket balls, as they did no material damage. We expended of 100-pounder rifle 9-inch and 32-pounder shell and shrapnel 150 rounds.

Lieutenant Commanding Dewey displayed coolness, skill, and judgment in managing the *Monongahela* and in getting off the *New London*; he was able to use his bow and stern guns and boat howitzers, and whilst passing the batteries he did so effectively. Acting Master John C. Parker, executive officer of the *Essex*, worked the battery with cool

discretion and ability, and made a number of excellent shots. Mr. Attenborough, our pilot, occupied a very exposed position, but it did not militate against the skill with which he habitually directs the course of the ship. I am much pleased that I can speak in the most commendable terms of the conduct of all the officers and men; it is also gratifying that I am able to report the execution of your orders without loss or injury to any engaged in the expedition.

I have the honor to remain, very respectfully, your obedient servant,

ROBERT TOWNSEND,

Commander, U. S. Navy.

Rear-Admiral D. G. FARRAGUT,

Comdg. West Gulf Blockdy. Squadron, New Orleans.

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Report of Rear-Admiral Farragut, U. S. Navy, announcing the fall of Vicksburg and affairs at Donaldsonville:

FLAG-STEAMER TENNESSEE,

New Orleans, July 10, 1863.

SIR: I have to inform the Department that while at Port Hudson on the morning of the 7th instant I received a note from Commodore Palmer, of the *Hartford*, stating the gunboat *Price* had arrived from Vicksburg with a bearer of dispatches to General Banks, announcing the surrender of Vicksburg with 27,000 prisoners, 128 fieldpieces, and 80 heavy guns. Upon receipt of this intelligence General Banks proposed to me to join in firing a salute of one hundred guns as a "feud de joie," which was done.

Being called down the river by a knowledge of the fact that the Texans were erecting batteries on the banks to cut off General Banks' supplies, I proceeded to Donaldsonville. At Baton Rouge I found an army transport with a bearer of dispatches to General Emory, commanding defenses of New Orleans, announcing to him the fall of Vicksburg. I sent two boats to convoy her, but on my way down I met the *Monongahela* and *New London*, which vessels had just had a fight with the batteries and, sad to say, Commander Read was mortally wounded. Well might it be said of him that "the country could well have spared a better man." I know nothing of him prejudicial as a man, but I do know that no navy can boast a better officer, and I deem him a great loss both to the Navy and to his country. Captain Jenkins, who was also on board the *Monongahela*, on his way up to take command of the *Richmond*, vice Captain Alden (on leave), was also wounded by the same shot breaking a cutlass which struck him in the thigh. After supplying the wants of these two vessels, I proceeded on my way down to Donaldsonville, determined to convoy the next tow, in order to ascertain the true state of affairs (which were greatly magnified) on the river banks. At 6:30 p. m. on the 9th I started down the river in the *Monongahela*, followed by the *Essex* (which vessel I had in the meantime sent up for) and the *Kineo* and *Tennessee*. I soon drew their fire on the *Monongahela*, but she was more successful than the night before, and very shortly silenced their guns; but they continued their musketry fire for almost two hours; the batteries were four in number and opened on us in succession. I am glad to report that we lost no one injured on either of the gunboats, but the orderly sergeant

of the *Tennessee* was mortally wounded and died during the night. The tow passed safely down without injury, and we anchored about 5 miles below the batteries.

At 6 a. m. to-day (10th) an officer of General Banks' staff, Lieutenant Walker, hailed us, and when he came on board informed me that Lieutenant-Commander Perkins was bringing him down in the *New London*, with dispatches announcing the fall of Port Hudson, an unconditional surrender at 9 a. m. on the 9th, except that private property was to be respected, but that the vessel was fired upon, struck in the boiler, and got ashore.

I immediately took the bearer of dispatches on board this vessel and sent the *Essex* and *Monongahela* back to the assistance of the *New London*.

The joy in this city upon my arrival with the news and bearer of dispatches was unbounded on the part of the Union people, but the rebels still refuse to believe it.

All of which is very respectfully submitted by

Your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant-Commander Perkins, U. S. Navy, commanding U. S. S. *New London*, regarding the grounding of that vessel.

U. S. GUNBOAT NEW LONDON,
New Orleans, July 13, 1863.

SIR: I have the honor to present the following report:

At 11 o'clock p. m., July 9, we arrived at Donaldsonville from Port Hudson, having on board a bearer of dispatches from General Banks. I received orders to proceed to New Orleans, the gunboat *Winona* to accompany us to the battery at White Hall Point.

At 1:15 a. m., on the 10th, the enemy opened fire at White Hall Point with artillery and infantry. The third shot struck the *New London's* boiler, and exploding made seven holes on a line with the upper flues, scalding six persons severely; another shot perforated the steam drum.

After being disabled we ran toward the eastern shore or bank of the river, but on account of the steam escaping the men were unable to remain at the wheel and we grounded under the battery. A rocket was sent up to notify the *Winona* of our disabled condition, in order that she might come to our assistance.

The port battery was manned and commenced playing on the opposite shore. The fire of the enemy being very severe, and their range getting better, I ordered the boats to be manned and had a kedge put out astern, hauled off, and drifted down the stream till out of range of the upper battery.

The principal battery being below us, I towed the *New London* to the east bank again and made her fast. During this time a continual fire was kept up by the enemy's infantry. It was nearly daylight, and supposing that the enemy would open on us at that time with artillery, and not being able to train my guns on the opposite bank, I sent the

ship's company ashore in order that they might have the protection of the levee, and at the same time with their muskets repel any attack.

Immediately on reaching shore I stationed pickets at suitable distances up and down the levee road, and dispatched couriers to Donaldsonville and down the river to the U. S. S. *Monongahela* and gunboat *Essex* for assistance. Three messengers returned from Donaldsonville bringing word that no assistance could be rendered, and two returned from below, saying that they could not find the *Essex*. Feeling that it was important to have troops to assist in guarding the vessel at night, and fearing that the *Essex* would not come up in time, and knowing that I could procure assistance from General Weitzel, I went to Donaldsonville, procured the necessary assistance, and returned immediately, being absent only about two hours; during my absence the *Monongahela* and *Essex* came up and towed the *New London* away.

The wounded, on reaching shore, were taken to the plantation hospital of I. M. Marson, who kindly offered us the use of the same and treated them with much attention and kindness. The list of casualties will be made in surgeon's report.

The rigging, masts, and hull were struck several times. Too much praise can not be awarded to the officers and crew for their coolness and bravery during the engagement.

The conduct of Lieutenant Day, my executive officer, deserves particular attention, who, after being wounded in the head, remained at his post and rendered valuable service, encouraging the men by his bravery and coolness.

Very respectfully,

G. H. PERKINS,
Lieutenant-Commander, U. S. Navy.

D. G. FARRAGUT,
Rear-Admiral, Comdg. West Gulf Blockading Squadron.

[Endorsement.]

Lieutenant-Commander Perkins was temporarily in command of the *New London*, and was sent up the river on patrol duty. His conduct was represented as cool, and he made every disposition of his men and managed his vessel with ability, and although he procured the assistance he sought, I informed him that the principle was wrong—a commander should never leave his vessel under such circumstances.

D. G. FARRAGUT,
Rear-Admiral.

JULY 16, 1863.

Letter from the Secretary of the Navy to Lieutenant-Commander Perkins, U. S. Navy.

NAVY DEPARTMENT, *July 30, 1863.*

SIR: Rear-Admiral Farragut has forwarded to this Department your report, of the 13th instant, of the attack on the U. S. S. *New London* by the rebel batteries at White Hall Point, and in doing so endorses it as follows:

Lieutenant-Commander Perkins was temporarily in command of the *New London*, and was sent up the river on patrol duty. His conduct was represented as cool, and he made every disposition of his men and managed his vessel with ability, and although he procured the assistance he sought, I informed him that the principle was wrong—a commander should not leave his vessel under such circumstances.

The Department is pleased to observe that your conduct generally on the occasion in question is spoken of well by Rear-Admiral Farragut, but must concur with him in the view of the impropriety of your leaving your vessel. It can be looked upon, however, only as an error of judgment on your part.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Lieutenant-Commander GEO. H. PERKINS,
Commanding (temporarily) U. S. S. New London, New Orleans.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Potter, U. S. Navy, to assume command of the U. S. S. New London.

JULY 13, 1863.

SIR: You will relieve Lieutenant-Commander George H. Perkins of the command of the U. S. S. *New London*.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Lieutenant-Commander EDW. E. POTTER,
Commanding U. S. S. New London.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Perkins, U. S. Navy, detaching him from the U. S. S. New London.

U. S. FLAG-STEAMER TENNESSEE,
Off New Orleans, July 13, 1863.

SIR: You will, upon the reporting of Lieutenant-Commander Potter, deliver over the command of the *New London* to that officer, and consider yourself as detached from that vessel.

You will then report to Commodore Morris for duty on board the U. S. S. *Pensacola*.

I regret this necessity, but seniority must have its precedence, and it is for no misconduct that you are relieved.

I am satisfied that you acted to the best of your judgment in the case of the disabling of the *New London*; but I would remind you that a commander should be the last person to leave the ship, even for succor.

Respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Lieutenant-Commander GEORGE H. PERKINS, U. S. Navy,
Commanding New London.

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Emmons, U. S. Navy, to furnish a report regarding the force of the enemy between New Orleans and Baton Rouge.

JULY 12, 1863.

SIR: As soon as you have had an opportunity of judging of the force of the enemy on the river's banks between the cities of New Orleans and Baton Rouge and their ability to annoy transports as they pass

up and down, you will make me a written report of the same, as it is my desire to send you out of the river as soon as your services can be dispensed with in it. In the meantime you will keep a strict watch on the movements of the enemy, and direct Commander Townsend, of the *Essex* (whom I am happy to say you will find a most efficient officer), from time to time to where his services are most needed. I will send some of the gunboats up as soon as they are repaired for the more active duties of the river.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

[Captain G. F. EMMONS.]

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Volunteer Lieutenant Dubois, U. S. Navy, commanding U. S. S. Albatross.

FLAG-STEAMER TENNESSEE,
Off New Orleans, July 13, 1863.

SIR: You will coal and provision ship and hold yourself in readiness to move at a moment's notice.

Respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Acting [Volunteer] Lieutenant T. B. DUBOIS,
Commanding Albatross.

Order of Captain Emmons, U. S. Navy, to Commander Woolsey, U. S. Navy, commanding U. S. S. Princess Royal, to move down the river in search of Confederate battery.

U. S. S. MONONGAHELA,
Donaldsonville, Mississippi River, July 14, 1863.

SIR: I learn that a battery was captured from our army in the rear of this place yesterday.

The enemy may undertake to use this against our transports below. I therefore wish you to move down the river slowly some 20 miles, examining closely the banks, and if you see the enemy anywhere shell them if you can do it effectually, and give the earliest notice of locality to vessels above and below.

I will examine the river above, leaving the U. S. ironclad *Essex*, Commander Townsend, here for the protection of this place, and will expect to meet you upon my return here to-morrow or next day.

I am, very respectfully, your obedient servant,

GEO. F. EMMONS,
Captain.

Commander M. B. WOOLSEY,
Commanding U. S. S. Princess Royal, Mississippi River.

Letter from Brigadier-General Emory, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, regarding lack of reports on the defense of Donaldsonville.

HEADQUARTERS DEFENSES OF NEW ORLEANS,
New Orleans, July 21, 1863.

ADMIRAL: Referring to our conversation last evening and the newspaper complaint of injustice done to the navy at the defense of

Donaldsonville, I desire to send you extracts of the only reports I have been able to make upon the subject, and beg, if you think it of sufficient importance, that you will communicate it [to] the brave officers who commanded the gunboats on that occasion, and say to them that the reason why I have made no report is that Major Bullen never made any report to me except his short telegraphic announcement of the repulse of the enemy, and the reason of his making no report was that he was murdered by a miscreant a few days after the battle.

If any other reports than these have been made to headquarters, they have been made irregularly and without due authority.

I only regret the sad event which has deprived me so far of the pleasure of making a detailed report of the brilliant affair at Donaldsonville.

If I should have that opportunity I shall not fail to signalize the officers and ships that played so important a part in it.

I have the honor to be, admiral, your obedient servant,

W. H. EMORY,

Brigadier-General, Commanding.

Admiral D. G. FARRAGUT.

Report of Brigadier-General Emory, U. S. Army, relative to dissatisfaction expressed with reports regarding the defense of Donaldsonville.

. HEADQUARTERS DEFENSES OF NEW ORLEANS,

New Orleans, July 21, 1863.

SIR: * * * I regret that the murder of Major Bullen a few days after the brilliant defense of Donaldsonville, and before he made his report, has been the reason why no detailed account of that affair has been sent.

About the time of his murder reinforcements came from above, and a report from the next in command may have gone through Lieutenant-Colonel Hadlock, who commanded those reinforcements. If so, it was irregular, and I request that I may be furnished with a copy of said report, as much dissatisfaction exists with those engaged in the defense with what is understood to be, from some source or another, the official report of the affair.

I refer more particularly to the complaints made by the officers of the Navy, who had three gunboats in the fight, and whose presence undoubtedly aided materially if they did not absolutely prevent the capture of the place.

I am, very respectfully, your obedient servant,

W. H. EMORY,

Brigadier-General, Commanding.

Lieutenant-Colonel R. B. IRWIN,

Acting Adjutant-General.

Letter from Brigadier-General Emory, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, forwarding official report.

HEADQUARTERS DEFENSES OF NEW ORLEANS, *July 26, 1863.*

I send you, with the consent and approval of the general commanding this department, a copy of the report made by me,* enclosing one

*See pp. 187-191, Army War Records, Vol. XXVI.

made by Major Porter,* of the fight made by the United States forces at Donaldsonville.†

I send this in consequence of complaints having been made that the official reports did not properly recognize the important part taken by the gunboats in this affair. If other reports have been sent to headquarters, they have been sent irregularly and without my knowledge.

I am, very respectfully, your obedient servant,

W. H. EMORY,
Brigadier-General, Commanding.

Admiral FARRAGUT.

Letter from Rear-Admiral Farragut, U. S. Navy, to Brigadier-General Emory, U. S. Army, on receipt of report acknowledging naval cooperation.

[U. S. S.] TENNESSEE,
New Orleans, July 22, [1863].

GENERAL: Your note concerning the Donaldsonville affair, with the accompanying papers, was duly received. I am well aware, general, that you would never intentionally withhold credit where it was due, and particularly from the Navy, and it is very gratifying to me to have some evidence of such feelings from the Army toward the Navy to offer to those who certainly felt that their services had been overlooked when the hour of peril had passed.

I shall therefore take great pleasure in communicating copies of your report and note to Commander Woolsey and Lieutenant-Commanders Watters and Weaver, all of whom have been so watchful of Donaldsonville and that section of the Mississippi River.

The *Kineo*, it is true, did not get up in time to render much assistance upon that occasion, but Lieutenant-Commander Watters had, in the early part of the threatened attack, taken great interest in the affairs of the fort and tendered his services to Colonel Bullen to instruct his men in the use of their great guns, which the colonel confessed himself very ignorant of, but most willing to learn, and I am sure that but for the unfortunate death that officer met with his report would have done ample justice to all concerned. Men who do their duty so gallantly rarely fail to honor those who stand by them.

Very truly, yours,

[D. G. FARRAGUT,]
Rear-Admiral.

Brigadier-General W. H. EMORY,
Commanding Defenses of New Orleans.

Report of Brigadier-General Emory, U. S. Army, forwarding report and acknowledging naval cooperation.

HEADQUARTERS DEFENSES OF NEW ORLEANS, *July 23, 1863.*

COLONEL: Owing to the death of Major Bullen, I received no report of the defense of the fort at Donaldsonville, and the only report of

*See p. 202, Army War Records, Vol. XXVI.

†See also Emory to Farragut, July 21, p. 650, Army War Records, Vol. XXVI.

that battle which has been received by me is from Major H. M. Porter, which has been this day received and which I herewith enclose.

* * * * *

In addition to the *Princess Royal*, commanded by Captain Woolsey, and the *Winona*, commanded by Captain Weaver, justly mentioned by Major Porter as having distinguished themselves in the action, I beg the privilege of mentioning Captain Watters, of the *Kineo*, and the officers and crew of that ship, who rendered me the greatest assistance in enabling me to place the proper ammunition in the fort, and instructing the men, all of whom were infantry, totally unpracticed in artillery, in the use of the guns.

* * * * *

I am, very respectfully, your obedient servant,

W. H. EMORY,

Brigadier-General, Commanding.

Lieutenant-Colonel IRWIN,

Assistant Adjutant-General.

[Copy to Admiral Farragut.]

[Enclosure.]

OFFICE OF PROVOST-MARSHAL,

Donaldsonville, July 1, 1863.

GENERAL: I take the liberty to respectfully submit to you a few facts in regard to the brilliant victory achieved by the army and navy at this place on the morning of the 28th of June.

At about 4:30 p. m. of the 27th General Green, commanding the rebel forces, sent a message under a flag of truce to Major [Joseph D.] Bullen, Twenty-eighth Maine Regiment, commandant of the post, requesting permission to notify the women and children within 3 miles of the fort to remove, or that Major Bullen should so notify them. Major Bullen replied that he would have the women and children removed.

I immediately sent both telegrams and couriers up and down the river for more gunboats, the *Princess Royal* only being here.

At 1:30 o'clock on the morning of the 28th the enemy, about 5,000 strong, attacked both the fort and the gunboat with infantry and artillery, and continued fighting until 4:30 a. m. They fought with great desperation, but were nobly driven back by the combined efforts of the garrison and the gunboats.

The great number of dead and dying revealed by the morning light, lying on the very banquette of the fort, showed very plainly how hot and warmly contested had been the fight on shore, and the many dead and wounded at a distance proved how effective had been the services of the large guns upon land and water.

There were but 180 men in the fort, and this was the first engagement for most of them, and nobly did both officers and men acquit themselves.

This was also the first engagement of the *Princess Royal*, commanded by Captain [M. B.] Woolsey, and with great coolness and daring did both officers and men perform their duties.

The *Winona*, commanded by Captain [A. W.] Weaver, came to our aid at 3:30 a. m., and gallantly did she assist in bringing to a successful issue this closely contested battle.

Our loss on shore: Killed, 1 lieutenant, 1 sergeant, and 6 privates; wounded, 2 lieutenants, 3 sergeants, 2 corporals, and 6 privates. On the *Princess Royal*, 1 killed and 2 wounded.

Enemy's loss probably 350 killed and wounded; 1 colonel, 1 major, and 2 lieutenants known to be killed, and 4 lieutenants wounded. One hundred and thirty prisoners were taken; among them were 1 lieutenant-colonel, 1 major, 2 captains, and 5 lieutenants.

Hoping and believing that if the rebels attack us again they will meet with an equally warm reception, I am, sir, with great respect, your obedient servant,

H. M. PORTER,

Major, and Provost-Marshal.

Brigadier-General W. H. EMORY,
Commanding, New Orleans.

Abstract log of the U. S. S. Kineo, Lieutenant-Commander John Watters, U. S. Navy, commanding.

June 27, 1863.—At anchor off Red Church. At 9:10 p. m. sent a boat ashore for an officer bringing dispatches. At 9:30 got underway and steamed up river. At 9:50 sent a boat ashore for an officer who had hailed the ship for passage to Donaldsonville.

June 28.—Steaming up river. At 4:15 a. m. heard heavy firing up river in the direction of Donaldsonville. At 5:20 went to quarters, cleared ship for action; 5:40 arrived off Donaldsonville. The gunboats *Winona* and the *Princess Royal* at anchor off the fort; the transport *St. Mary's* also here with troops from below. Received on board 28 rebel prisoners from the fort. From 8 to meridian received 20 prisoners from the *Winona*. At 12:15 a. m. the *Monongahela* came up and anchored astern of us. A number of buildings near Fort Butler were burned by the military authorities to clear a space for artillery range. At 1:50 sent 20 prisoners on board the *Monongahela*. At 3:20 fleet underway and lay stemming the current. At 4:40 p. m. took a position to fire up the bayou. At 7 sprang the rattle and reported the ship ready for action in 2½ minutes. Commenced shelling the woods in rear of Donaldsonville. Fired the XI-inch pivot gun at an elevation of 11 degrees with 15-second and 20-second fuzes. Fired 8 XI-inch shell, 3 percussion 20-pounder shell, and 11 20-pounder shrapnel. At 7:40 ceased firing and piped down in obedience to signal.

June 29.—At 6 a. m. delivered to the steamer *Zephyr* 28 rebel prisoners for transportation to New Orleans. Off Donaldsonville. At 2 p. m., in obedience to signal, sprang the rattle and reported ship ready for action in 2½ minutes. Opened fire with XI-inch gun and 20-pounder rifle on the rebels in the rear of Donaldsonville. Used 20-second and 15-second fuzes, elevation 11 degrees. Fired 6 XI-inch shell, 11 20-pounder shrapnel; the other vessels also firing. At 2:45 ceased firing and piped down. At 3 steamed down the river. Accidents during the action: Lock of 20-pounder rifle blown off; vent of rifle badly burned.

July 1.—At anchor off New Orleans. At 6 alongside the coal wharf. From 4 to 6 p. m. steaming up the river, destroying everything that will float as we go. Destroyed three skiffs. From 6 to 8 p. m. steaming up river. Destroyed seven skiffs. At 11:30 p. m. arrived

near Bonnet Carré Church and came to anchor. Sent a boat ashore and communicated with one of our soldiers stationed at the plantation. At 11:30 a force of rebel cavalry came down the river bank driving our pickets in and firing muskets. Immediately went to quarters and opened fire with port battery. Fired XI-inch 3 times; 3 shrapnel from 24-pounder howitzer; 2 shrapnel from 20-pounder; 2 shell 32-pounder, and 1 stand of grape. At 11:50 the admiral passed up in the *Tennessee*; communicated with him.

July 2.—At anchor off Bonnet Carré Church. At 9:30 a. m. got underway and steamed up the river. At 9:40 sent a boat ashore where we were firing this morning [to midnight July 1] to see what damage was done. Boat returned and we continued up river; stopped several times and communicated with soldiers and negroes on the bank. At 12:15 p. m. stopped off Webb's plantation; fired the 20-pounder rifle 3 times in the direction of a crossroad leading from the interior. Fired 1 shrapnel 20-pounder and 2 percussion shell. At 12:40 turned and steamed down the river. At 1:45 came to anchor off Marmillon plantation.

July 3.—At anchor $1\frac{1}{2}$ miles above Bonnet Carré Church. At 7:35 a. m. the *Monongahela* got underway and steamed up river, hailed us as she passed, and informed us that the rebels had been firing into our transports again below Donaldsonville. At 9:30 a. m. got underway and steamed up river. At 10 met the transport *Sallie Robinson* towing the *Iberville*; sent a boat aboard. Learned that the rebels had attacked our troops at Springfield Landing and driven them out and disabled the *Iberville*. We turned and steamed down in company with the transports. At 11:15 arrived off Bonnet Carré Point; left the transports and steamed up river.

July 4.—From 8 to meridian. Heavy firing up the river. At 8:25 a. m. sprung the rattle and reported the ship ready for action in two and one-half minutes. Picked up two of the *New London's* boats drifting downstream. At 9:30 met the *New London* coming down; communicated with her, then steamed up river in company. At 11:10 arrived off Donaldsonville. The *Princess Royal* and *Winona* at anchor here. Sent the *New London's* boats to her. At 1:10 p. m. turned and steamed down river. At 1:30 sprang rattle and reported ship ready for action in two and one-half minutes. The lookout at the masthead reporting a body of rebels back of the levee, opened fire on them from starboard battery, the *New London* also firing. Fired the XI-inch 5 times; 8 24-pounder shrapnel, 5 shell, 32-pounder, and 2 grape; 18 percussion shell, 20-pounder Parrott. At 2:20 ceased firing and piped down. Came to off Moore's plantation.

July 5.—At 5:50 a. m. *Sallie Robinson* came up river. Got underway and steamed up river in company with her. At 6:20 lookout at masthead reported a body of men in the rear of a sawmill. Opened with port battery. They opened on us with musketry, which we also returned with muskets. Fired twice from XI-inch gun with shrapnel and grape; 2 VI-inch shell, 2 24-pounder; 3 shrapnel, and 2 percussion shell, 20-pounder. At 7:10 ceased firing; arrived off Donaldsonville 7:40. At 8:50 signalized from the fort that the enemy were coming in. Sprang the rattle; reported the ship ready for action in two minutes. At 10 turned and steamed down river. At 11 the enemy fired on us with rifle muskets, striking us in several places. Immediately opened on them with starboard battery. Fired 1 XI-inch

shrapnel, 2 VI-inch shell, and 1 grape; 1 shrapnel, 24-pounder, and 1 percussion shell from 20-pounder.

July 6.—Came to anchor off College Point. At 12:30 p. m. steamed upriver. At 1:10 the enemy fired on us from behind the levee with muskets. Immediately opened on them with port battery, the enemy following us up the levee and keeping up a continual fire. We also returned their fire with muskets and revolvers. Expended 450 musket cartridges, 8 XI-inch shrapnel, 9 VI-inch shell and 1 grape; 16 shrapnel, 24-pounder, and 8 percussion shell, 20-pounder. At 2:50 ceased firing. At 3:45 arrived off Donaldsonville. At 4:45 dropped in position to command the bayou; came to anchor.

July 8.—At anchor off Donaldsonville. At 1:50 a. m. got underway and steamed down the river, accompanied by the *New London* as a convoy for the transport *St. Mary's*. At 3:10 the rebels opened fire on us with apparently five pieces of artillery. Opened fire on them with starboard battery. Having convoyed the *St. Mary's* safely by, we, in company with the *New London*, rounded to and steamed up river. At 4 we arrived abreast of the rebel battery again. They opened fire and kept it up briskly upon us and the *New London*. We gave them shrapnel, shell, and grape from our port battery with rapidity and precision. About a mile above the battery they fired on us with musketry, which we soon silenced. The fire of the enemy did no material injury to us. Expended 89 rounds of ammunition. Came to anchor off Donaldsonville at 6 a. m.

July 9.—At anchor off Donaldsonville. At 1:30 p. m. the *Essex* arrived from above and anchored astern of us. Made a barricade of bags, hammocks, sails, etc., on starboard side for protection against musketry. From 4 to 6 transported howitzer to starboard side. At 6:30 p. m. the flagship made signal. At 6:50 got underway and steamed down the river in company with the *Monongahela*, *Essex*, *Tennessee*, and transport *Sallie Robinson*, with a bark and schooner in tow. At 7 sprung the rattle and reported the ship ready for action in two minutes. The rebel battery at Buena Vista opened fire on the *Monongahela*, she being the leading vessel. We opened fire on them immediately, together with the *Monongahela*, *Essex*, and *Tennessee*. Rebels kept up a brisk fire with, apparently, about eight pieces of artillery. In the bend at College Point the rebels again opened on us with a considerable battery. Returned their fire while in range 7 miles below this place. At 10 p. m. the enemy again fired on the passing vessels with about three pieces and continuous volleys of musketry. We shelled them as we passed. While we were still under fire at this place, and steaming very slowly, heading down the river, nearly in the middle of the river, the steamer *Tennessee*, which had been astern of us, came down heading directly for us. Seeing a collision must take place unless she altered her course, I, as well as Mr. Colburn, hailed her in a loud voice to starboard her helm, and at the same time we put ours hard aport in order to avoid a collision. They on board her did not seem to hear or heed us, and her bow struck us abreast the forechannels, and her stern swung around smashing our port forechains and breaking down our whole rail from the gangway forward; also carrying away the first cutter and the davits on the port side. We backed and succeeded in getting clear of her. After receiving this damage, steamed down river and came to anchor at 11:10 p. m. astern of the *Monongahela*. We expended 44 rounds of ammunition.

July 10.—At anchor 10 miles below College Point. At 7:20 a. m. steamed up river. At 8:15 came to anchor. *Tennessee* went down river; the *Essex* and *Monongahela* steamed up river. At 10:45 saw a body of rebel cavalry on shore. Opened on them with 20-pounder rifle; fired 8 percussion shell. At 11:40 steamed up river to our picket station on east bank of river and lay stemming the current. At 12:20 steamed up river a short distance. Saw a body of rebel cavalry on the bank. Opened fire on them with 20-pounder rifle, 32-pounder and 24-pounder howitzer. Fired 3 20-pounder concussion shell; 3 shrapnel for 24-pounder, 1 shell for 32-pounder. At 1 p. m. turned and steamed down the river. At 2:20 turned and steamed up the river. At 3 the *Essex* and the *Monongahela* came down with the *New London* in tow. At 3:50 steamed alongside the *New London*, made fast, and took her in tow. From 4 to 6: Steamed up river about 2 miles to our picket station, for the *New London* to take on board her wounded that had been put on shore. Took them on board and at 4:50 steamed down river. At 11:50 p. m. came to anchor off New Orleans.

Abstract log of the U. S. S. *New London*, Lieutenant-Commander G. H. Perkins, U. S. Navy, commanding.

July 3, 1863.—At 4:20 p. m. shoved off from *Fearnot* and proceeded up the river in tow of U. S. transport *North America*. At 4:30 passed the U. S. transport *Sallie Robinson* with steamer *Iberville* in tow, the latter having been disabled by the Confederates up the river. At 5:30 passed the U. S. S. *Monongahela* going down the river. Stationed crew at quarters.

July 4.—At 8:10 a. m., while passing White Hall Sawmill, were fired into from the west bank of the river, shots passing through the *North America* and over our deck. Cast off immediately and opened fire on them with shell, grape, and canister, starting the Confederates clear from the shore. After firing about 40 rounds stood upstream, but afterwards returned to pick up our boats that had broken adrift from alongside when we cast off from tow. Had not proceeded more than a mile when the *Kineo* hove in sight, having our boats in tow; turned and stood up river with the *Kineo* in company. At 11:20 arrived at Donaldsonville and found the *Princess Royal* and *Winona* anchored off there. At 1 p. m. stood down river. At 2 p. m. opened fire on the river banks near White Hall Sawmill. Shelling along the river banks and woods, the *Kineo* in company, till 2:45; ceased firing. The *Kineo* rounding to, we stood down the river. Later part of the watch, rain squall.

July 6.—At 6 a. m. got underway and went under shears to exchange 42-pounder Sawyer rifle for 32-pounder and take in ordnance stores for U. S. S. *Richmond*. At 7:30 arrived U. S. S. *Monongahela* and U. S. S. *Pocahontas*. Light breezes from the west and pleasant weather. At 9:30 p. m. got underway and proceeded up the river, convoying the steamer *Ida* loaded with stores for the fleet above.

July 7.—This day commences with a light wind from the southward and westward and clear. At 4 a. m. slowed down, waiting for the *Monongahela's* coming up. At 4:45 the *Monongahela* hove in sight and continued in our company the remainder of the watch. From 8 to 12 m.: Gentle breezes from the westward and clear weather. Still

in company with the *Monongahela* and *Ida*. At 8:40 a. m. slowed down and spoke some cavalry on the right-hand shore. They reported a battery of three guns on the opposite bank. At 9 a. m. discovered the battery on the White Hall Bend; they opened fire; we immediately slowed down and opened on them, the *Monongahela* doing the same. Discovered also many sharpshooters firing at us. Shelled many houses along the bank until 9:45. At 10:15 arrived at Donaldsonville and delivered 2 kegs of powder to the *Winona*. At 12 m. got underway and proceeded up the river in company with the *Monongahela*, conveying the steamers *Brown* and *Ida*. At 6 p. m. spoke the U. S. S. *Tennessee* in Manchac Bend; received orders from Rear-Admiral Farragut to return to Donaldsonville with dispatches. At 9:15 p. m. anchored off Donaldsonville. At 11:45 p. m. arrived the steamer *St. Mary's* down river.

July 8.—At 2 a. m. got underway and proceeded down the river in company with the U. S. gunboat *Kineo* to convoy the transport *St. Mary's*. Passed the batteries at White Hall Bend and returned, engaging them as we passed. We were struck four times, cutting away our starboard fore-rigging and injuring our main-deck awning. At 6 a. m. returned to Donaldsonville and anchored on the starboard quarter of the *Princess Royal*. At 12:30 p. m. U. S. S. *Tennessee*, with Rear-Admiral Farragut and U. S. S. *Monongahela*, came down the river and anchored. At 2:45 p. m. got underway and proceeded up the river. At 3:45 stopped and sent a boat ashore, having discovered two contrabands signaling us. They reported the rebels having taken two negroes from the Government plantation. At 10:30 p. m. came to anchor off Baton Rouge.

July 9.—At 11:30 p. m. arrived off Donaldsonville. Received orders to proceed to New Orleans and the U. S. gunboat *Winona* to pass the batteries with us. At 12 midnight started going ahead slow, giving the *Winona* time to get underway.

July 10.—At 1 a. m. the *Winona* appeared in sight; went ahead strong. At 1:15 the enemy opened fire with infantry and artillery, the second shot entering the boiler. The steam rushed out with great force, scalding John Brooks, [acting] third assistant engineer; George Taylor, first-class fireman; Joseph Mathews, first-class fireman; James Cook, coal heaver; Charles Alexander, coal heaver, and James Donigan, second-class fireman. After being disabled, put the helm astarboard and ran her on the eastern bank of the river. Manned the port battery and began playing on the opposite shore. The fire of the enemy being severe on our position, we manned boats, put out a kedge astern, and got her afloat without much difficulty, letting her drift down river till out of range of the upper battery. The principal battery being below us, Lieutenant-Commander Perkins decided to tow her in and make her fast on the east bank of the river again, and, as it was expected the enemy would shift his fieldpieces and open fire at daylight, all the ship's company were sent on shore under the levee for protection, three persons stopping on board to look out for the magazine. Immediately on reaching the river's bank messengers were dispatched for Donaldsonville and down the river to the U. S. S. *Monongahela* and *Essex* for assistance. From 4 to 8 a. m.: No signs of the enemy. Messengers returned from Donaldsonville stating that intelligence of the disaster had been given to the commanding officer of the *Princess Royal*, but up to 8 o'clock no assistance arrived.

Intelligence from below stated that the enemy had strong batteries below College Point. From 8 a. m. to 12 m.: Ship's company still on shore. At 10 a. m. heard heavy firing below, supposed to be some vessel coming up engaging the batteries. At 11 saw the *Monongahela* with the *Essex* in tow. The *Monongahela* took us on her port side, the *Essex* going on her starboard to protect both. Nearly all the ship's company who went on shore at that place being on board, proceeded down the river. From 12 to 4 p. m.: At 1 p. m. passed the batteries at College Point; at 1:30 the batteries at Burnside plantation. At 2:30 passed the battery at St. James' sugar refinery. Received a heavy fire from each, which was returned by the *Monongahela* and *Essex*. At 3:30 cast off from the *Monongahela* and made fast to the *Kineo*. At 3:30 sent a boat on shore for John Brooks, [acting] third assistant engineer; George Taylor, first-class fireman, and James Cook, coal heaver. Pleasant weather during the watch. From 4 to 8 p. m. made fast to the *Kineo* and proceeded down the river. At 11:45 p. m. arrived at New Orleans and came to anchor astern of the flagship.

July 11.—New Orleans, La. At 11 cast off the *Kineo* and hauled the vessel alongside the levee for repairs. From 12 to 4 p. m.: Sent John Brooks, third assistant engineer, George Taylor, fireman, and James Cook, coal heaver, ashore to the hospital. From 4 to 8 p. m.: Captain Perkins and paymaster F. H. Thompson, with 5 men, came down the river on the gunboat *Albatross* and reported on board. At 6 p. m., the U. S. S. *Hartford*, with the gunboats *Albatross* and *Estrella*, came down the river and anchored.

July 12.—New Orleans, La. At 5 a. m. U. S. gunboat *Winona* arrived from Port Hudson, bringing 5 men belonging to this vessel left on shore below Donaldsonville.

July 13.—From 8 to 12 m.: Lieutenant-Commander Edward Potter relieved Lieutenant-Commander G. H. Perkins.

Abstract log of the U. S. S. *Princess Royal*, Commander M. B. Woolsey, U. S. Navy, commanding.

June 27, 1863.—At anchor Donaldsonville, La. At 5:30 p. m. received a letter from major commanding Fort Butler, which had been sent to him by the rebels, notifying him to send all women and children from the vicinity. Commander Woolsey went on shore immediately. At 6:45 mustered all hands to quarters. At 7:20 all hands up anchor; 7:40 underway, all hands at quarters, cleared ship for action and received on board for protection the following persons: Charles Phitchling, Government superintendent of James Jewett's plantation, Charles Waverill, manager of the same, and George H. Bradshaw, U. S. engineer; Charles Mulberry, servant of Captain Page, U. S. Army. From 8 till midnight: Underway, keeping position, started ahead, stopped engines as occasion required. At 8:30 p. m. the provost-marshal of Donaldsonville, Major [Henry M.] Porter, in company with Lieutenant Merrill, U. S. A., came on board. At 9:20 steamer *Cornie* came down the river, stopping at Donaldsonville. Major Porter boarded her, taking with him Charles Mulberry and sending him to New Orleans. At 11:40 came to anchor. Boat came alongside from telegraph office, reporting that a gunboat had just passed Bonnet Carré, bound for Donaldsonville.

June 28.—At 12:10 a. m. a signal of danger was made from the fort by burning a red Coston light. At 12:15 a. m. all hands up anchor. At 12:50 underway, steaming slowly ahead, battery cast loose, ship clear and ready for action. At 1:05 another red Coston light burned and a musket also fired at same time. At 1:25 an attack was made on the upper side of the fort, the fort firing two guns rapidly. We commenced action by opening fire on the enemy's storming party, shelling the woods around the fort and beyond. The firing kept up rapidly from all our guns. Enemy opened on us with sharpshooters, and with grape from their artillery. At 2:30 a. m. Isaac Foster, ordinary seaman, was killed while working his gun, being shot through the head by enemy's sharpshooters. At same time Alexander Gordon, captain fore-castle, was slightly wounded in the wrist; both men belonged to the first division. Charles Preston, seaman, was shot through both legs by sharpshooters. Opened on the enemy with grape and shrapnel. From 4 till 8 a. m.: At 4 the U. S. gunboat *Winona* hove in sight and commenced firing on the rebels. At 4:15 ceased firing, the enemy having fallen back. At 4:35 the *Kineo* hove in sight, also the U. S. transport *St. Mary's*; the latter proceeded on up the river. The two gunboats came to anchor off the fort. At 6 came to anchor. The commanders of the *Winona* and *Kineo* paid Commander Woolsey a visit. Received on board 24 rebel prisoners from the fort. Stationed sentries over them. Sent on shore and procured a coffin from Major Bullen, commanding the fort, for the body of Isaac Foster, killed in action. At 11 delivered for defense of the fort 100 rounds of 24-pounder fixed ammunition. At meridian *Monongahela* arrived. At 1:45 p. m. the *Genesee* arrived and came to anchor, a tugboat also arrived from down river. At 2:15 put all prisoners in single irons and placed them on the berth deck. At 3:30 underway, keeping position, working engines as required. At 5:30 came to anchor in line astern of *Monongahela*. From 6 till 8 p. m.: The *Monongahela*, *Genesee*, *Kineo*, and *Winona* commenced shelling the woods in rear and both sides of the fort. At 7:45 the senior ship made signal, cease firing. Sent on shore, for duty at the fort, 5 men, with 5 Enfield rifles, accouterments complete, and 60 rounds of ball catridges, 75 percussion caps to each man.

June 29.—At 4:50 a. m. was hailed by the *Monongahela* and requested to send all the rebel prisoners on board the transport *Zephyr*. Sent 24. At 2 p. m. called the first and fifth guns' crews to quarters. *Genesee*, *Monongahela*, *Kineo*, and *Winona* commenced shelling the woods in rear and above the fort. *Princess Royal* fired five rounds from 30-pounder rifle. At 3 p. m. the *Monongahela* got underway and proceeded down the river. At 3:30 the *Kineo* went down the river. Rebels 8 miles above on Doyle's plantation; had taken 1 Federal officer prisoner, who was attending telegraph office. Rebels below with 6 pieces of artillery; number of rebels not known. At 7:30 gunboat *Winona* came up to old anchorage again. At 8:30 got underway and proceeded up river, convoying steamer *Iberville*. At 10:50 parted company with the *Iberville* and started down river. At 8 bells hoisted signal lights, having made gunboats at anchor off Donaldsonville, which was in flames.

June 30.—At 10:30 a. m. observed our pickets being driven in by the enemy. Made a barricade of awnings and hammocks around the ship's bulwarks. At 5:20 p. m. the *Genesee* anchored and commenced

firing, shelling the woods. At 5:30 p. m. called first and fifth gun's crews to quarters and commenced firing, shelling the woods. At 4:45 *Genesee* signaled; ceased firing, having fired four rounds from No. 1 rifle and three from No. 5 rifle.

July 1.—At 10 a. m. *Genesee* came alongside, spoke us, and proceeded down the river. At 10:45 a boat from the fort came alongside with a message; also reporting that the enemy were about $1\frac{1}{2}$ miles to the right of the fort about 2,000 strong. At 4:45 p. m. proceeded up the river. *Genesee* hailed us in passing to fire three shell into the woods on left of river and then return to our anchorage. At 5:25 fired 2 15-second shell and 1 5-second shell, all three from 30-pounder Parrott rifles. At 5:35 stood down river.

July 3.—At 12:25 a. m. tugboat *Ida* passed down river. At 1, transport *Sallie Robinson* passed down river; hailed and stopped her and carried mail on board, then [she] immediately proceeded down river. At 2:30 the *Sallie Robinson* and tugboat *Ida* returned; tugboat came alongside (having Captain Alden on board), asking for a convoy down the river, reporting that a steamer had been attacked by the rebels about 10 miles below. The steamer *Zephyr* came up river, having been fired into by the rebels. Also reported the steamer *Iberville* disabled and wanting assistance. At 3:20 the *Winona* got underway and proceeded down the river to convoy the *Sallie Robinson* and *Ida* and render assistance to the *Iberville*.

July 5.—At 8:55 p. m. signal lights from the fort red and white, enemy approaching. At 10:55 received on board Francis F. Scott, charged with shooting Major Bullen, in charge of post, Fort Butler. Put him in double irons and placed a sentry over him.

July 6.—Midnight to 4 a. m. Received information of the death of Major Bullen. At 11:15 a. m. received on board from the commander of the fort under custody of guard, charged with being spies, Emile Brun and Frank Alema. At 11:25 sent them back to fort.

July 7.—From 8 till meridian: Heard heavy firing below. At 10:10 *New London* and *Monongahela* came to anchor. Captain of the *New London* came on board, bringing mail. Commander Woolsey visited the *Monongahela*. At 11:20 sent Mr. De Lacey on shore to telegraph to Commodore Morris at New Orleans that the rebels have guns in position below us in extent some 5 miles; that on the *Monongahela's* passage up Captain Read had been mortally wounded. Mr. De Lacey returned from shore, reporting that the rebels had cut the telegraph wires below. At 12:15 the *New London* and *Monongahela* proceeded up the river. At 9:40 p. m. the *New London* came down the river, and hailing the gunboats below us informed them of the capture of Vicksburg. Called all hands to cheer ship and manned the guns. The *New London* came up, hailed, reporting for duty to the captain, informing him that Vicksburg had been taken on the 4th instant with 20,000 prisoners, and that the admiral would come down the river in a day or two, and that we were to remain here until that time. Gave three more cheers and piped down. Sent dingey on shore with an officer to inform commandant of the fort of the glorious news. Two shots were fired at the fore-castle lookout at 9:45. Pivoted the IX-inch gun to starboard to bear on the quarter whence firing came. Boat came alongside asking for medical aid for troops on the *Cornie*; sent Surgeon Chandler on board.

July 10.—At 1:15 a. m. the *Winona* and *New London* proceeded down the river. At 1 was hailed from shore, stating that there were dispatches for this steamer on shore. Immediately sent an officer in charge of a boat on shore and received dispatches. From 1:30 till 2 heard heavy firing down river, also saw skyrocket. At 3 the *Winona* passed up river. At 5 a boat came alongside bringing an officer and two men from the *New London*, reporting that she had been disabled and was then on shore under the enemy's fire. The party from the *New London* proceeded down to their ship. Telegraph wires being cut for 4 miles could not telegraph to the admiral at New Orleans. Sent on shore to ascertain if the fort would be able to hold their own in the event of our leaving the post to assist the *New London*. At 7 received on board a wounded man from the *New London*. At 7:45 sent Mr. Langley in dingy to wait here until return of ship. At 7:55 got underway and proceeded slowly up river. Sent Mr. Stevenson, the paymaster, on horseback to New Orleans, on duty. At 8:20 passed eight steamers, all laden with cavalry, infantry, and artillery; all landed at the fort. At 8:25 turned round and proceeded down the river. At 8:40 steamer *Maurice* came down the river, landing at fort. All steamers reported having been fired into from above. At 8:50 proceeded down the river, all hands at quarters for action. At 9:30 discovered a large body of men with some artillery in position. Sent a boat on the opposite shore and brought off Commander Perkins, of the *New London*. At 9:45 proceeded up to Donaldsonville, piped down. At 10:15 saw a body of mounted troops going down the river on the right bank. At 10:30 arrived at Donaldsonville. At 12:20 p. m. the paymaster of the *New London* came on board. At 12:25 Commander Perkins came on board. General Weitzel visited the ship. At 12:50 transport *La Belle* proceeded down the river to land troops to protect the *New London*. From 6 to 8 p. m. received on board four men from the *New London*, with their arms.

July 14.—Proceeded down the river. At 5 p. m. stopped about 15 miles below Donaldsonville and sent a boat on shore, in charge of an officer, for some officers and wounded men of the steamer *New London*. At 6 boat returned, bringing Acting Assistant Surgeon L. H. Kendall and 6 men (5 badly scalded, 1 loss of left arm). Proceeded down the river; came to anchor opposite Donaldsonville.

Abstract log of the U. S. S. *Winona*, Lieutenant-Commander A. W. Weaver, U. S. Navy, commanding.

June 27, 1863.—Off Plaquemine. At 1 p. m. boarded the steamer *Sullie Robinson*, bound up river with a schooner in tow. Arrested the following men on her and brought them on board: Julian Grassier, T. M. Nelms, and A. Heise. These prisoners had passes to New Orleans and return; they got off at this place. They were searched and on the person of A. Heise was found \$8,585 in Confederate money, and in his carpet bag was found a bundle of late New Orleans papers. Sent these prisoners to New Orleans on the steamer *Cornie*, in charge of Acting Ensign William McKendry, to be delivered over to the provost-marshal.

June 28.—Having received information by a courier from Donaldsonville that the place would be attacked this morning, weighed at 1

a. m. and proceeded down the river. At 2 a. m. heard heavy firing. At 3 a. m. discovered the U. S. S. *Princess Royal*, who was engaging the enemy. At 3:30 opened fire with shell and shrapnel, steamed slowly down by the fort, and, when opposite the mouth of the bayou, shelled down the bayou road, causing fearful havoc among the enemy. Turned and came up again, keeping up a most terrific fire on the enemy's storming party, who were just attempting to carry the fort, but our fire was delivered with such fatality they withdrew in confusion, and at 4:30 the enemy's fire had ceased entirely. Lowered our boats and sent on shore for prisoners taken in the engagement. Brought on board 9 line officers and 56 privates. At 5 a. m. anchored abreast of the town. At 9:30 a. m. put 20 of our prisoners on board the gunboat *Kineo*. At 9:45 came to anchor. Our troops engaged burning the houses in the vicinity of the fort. At 11:50 the flagship *Monongahela* came up river and came to an anchor among the fleet. From meridian to 4 p. m.: The *Genesee* came down the river and anchored among the fleet. At 2:20 p. m. flagship *Monongahela* and gunboat *Genesee* steamed ahead of us and took up a position for engagement. At 3 p. m. received ammunition on board from ordnance officer at New Orleans. At 5 p. m. weighed anchor and dropped down a short distance opposite the mouth of the bayou. At 6 the *Kineo* anchored ahead of us. At 7 the fleet fired a few shell back of the town in the woods. Our troops engaged burning the houses in the town facing the bayou road. At 7:20 sent a detachment of men to the fort to reinforce J. B. Wheeler, F. Cosey, John H. Stancliff, William Burns, and Edmund Hays. The fleet ceased firing at 7:45. Expended the following ammunition during the morning's engagement: For XI-inch: 13 5-second shell and cartridges, 5 10-second shell, 1 15-second shell, 6 shrapnel, and cartridges. For rifle gun: 1 rifle shell and cartridges. For howitzers: 9 shell and cartridges and 15 shrapnel. For 32-pounder: 9 5-second shell and cartridges and 9 stands grape and cartridges. In the evening expended the following: For XI-inch gun: 3 20-second shell and cartridges. For Parrott gun: 4 Hotchkiss fuze shell and cartridges.

June 29.—Anchored off Donaldsonville. From 8 to meridian: Heard artillery firing during the morning down the bay, caused by our troops shelling the woods. At 2 p. m. the fleet engaged shelling the woods in rear of the fort. At 3 the *Monongahela* got underway and went down the river. At 3:30 the *Kineo* proceeded down the river. From 6 to 8 p. m.: Having learned that there was a large rebel force below the town about 4 miles, weighed anchor and stood down river. At 6:15 saw, about 4 miles below, the rebels in force on the left bank of river. Beat to quarters and opened fire with the battery, which caused them to retreat to the cover of the woods. At 6:40 ceased firing, turned our head up river, steamed slowly up. Sent a boat on shore and arrested two men, they being charged with being accessory in cutting the United States telegraph wires. At 7:50 turned and proceeded up river. At 8:35 p. m. came to anchor off Fort Butler, Donaldsonville. Saw large fires caused by our troops in town. Ammunition expended—XI-inch gun: 4 shrapnel and cartridges, 1 5-second shell and cartridges. For rifle gun: 5 Parrott shell and cartridges. For 32-pounder: 4 5-second shell and cartridges. For howitzer: 6 shell, fixed ammunition.

July 3.—Off Donaldsonville. At 12:30 a. m. tugboat *Ida* passed down the river; 12:45 the *Sallie Robinson* and tug *Ida* came back and reported the steamer *Iberville* fired into 9 miles below. At 3 a. m. sent a boat on shore and brought off two soldiers who had come from the *Iberville*. At 3:20 weighed anchor and proceeded down the river to the assistance of the *Iberville*. From 4 to 8 a. m.: Steaming down the river, the *Ida* and *Sallie Robinson* in convoy. At 4:10 a. m. saw steamer *Iberville* on the left bank of the river. At 3:30 the enemy opened fire on us from the right bank of the river with musketry. Beat to quarters and opened fire on them with shrapnel and canister, which caused them to retreat. Proceeded down river about 20 miles, turned, and proceeded on up river. At 8:15 went to general quarters and fired a few shots at the enemy, who were on the right bank. At 8 a. m. ceased firing. At 9:50 came to anchor off Donaldsonville. Ammunition expended—For XI-inch gun: 1 10-second shell and cartridges; 7 shrapnel and cartridges. For rifle gun: 2 Hotchkiss shell and cartridges. For 32-pounder: 3 5-second shell and cartridges. For howitzer: 12 shrapnel and 1 shell.

July 5.—Off Donaldsonville. At 8:30 a. m. weighed anchor and stood down river. At 9:10, when about 9 miles below, was fired into by the enemy on the right bank of the river with heavy volleys of musketry. Beat to quarters and opened on them with the battery, the enemy continually firing as we proceeded down river. At 10:10 ceased firing. At 10:25 turned head upstream and waited for a steamer bound up to convoy. At 2:30 p. m. we fired a few shell from the XI-inch and rifle gun at a party of men working behind the levee, apparently building a battery. At 2:45 p. m. the steamer *Cornie* came up river, when we both proceeded on up river. At 3:30, when opposite Mrs. Winchester's plantation, was fired into by the enemy with a field battery and heavy volleys of musketry. Opened fire with the battery, and in twenty minutes had entirely succeeded in silencing the enemy's fire. At 4 ceased firing.

July 10.—At 12:05 a. m. weighed anchor and stood down the river in company with the *New London*. At 1 a. m. rounded to above Buena Vista; the *New London* proceeded on down. At 1:15 heard heavy firing down the river. At 2 proceeded up the river. At 4:45 p. m. came to anchor near Port Hudson.

Abstract log of the U. S. S. *Monongahela*, Commander Abner Read, U. S. Navy.

June 28, 1863.—At 4:20 a. m. got underway and stood up river. At 8 a. m. abreast of Thirty-five Mile Point. At 10:30 a. m. passed College Point. At 1:15 exchanged numbers with the *Winona*, *Kineo*, and *Princess Royal* at Donaldsonville. At 1:30 p. m. came to anchor. At 2 the *Genesee* came down and anchored. Received on board from the *Winona* and *Kineo* the following rebel officers, prisoners of war: D. W. Shannon, lieutenant-colonel, commanding Fifth Regiment Texas Volunteers; A. Ridley, Thomas H. Hall, M. Elkins, A. M. Lyles, W. H. Mitchell (second lieutenant), all of the Arizona Brigade; C. L. Jordan (captain), John A. Shepard (first lieutenant), W. W. Apperson (first lieutenant), J. A. Darby (first lieutenant), Fifth Regiment, Texas, and 31 men from the Second, Fourth, Fifth, and Seventh Texas Regiments and Third Arizona Brigade. At 3:30 the

vessels all got underway and fled up the river. At 7 p. m. went to quarters and fired several rounds of shell from the pivot guns over Donaldsonville. From 8 to midnight: The U. S. S. *Tennessee* arrived from New Orleans at 11 p. m. The steamer *Zephyr* also arrived with reinforcements.

June 29.—At 3:15 a. m. saw two large fires above the fort. Delivered the prisoners on board to the provost-marshal on board the steamer *Zephyr*. At 2:05 the *Genesee* opened fire upon the woods in rear of Donaldsonville; fired one rifle gun at the same place 12 times. G. A. McClury (private), belonging to the Second Regiment Partisan Rangers (Texas), gave himself up to quit fighting for the war; took him on board. From 4 to 6 p. m.: Steaming down the river. At 4:20 fired two shots from 12-pounder howitzer into the woods. Sent the first cutter ashore and learned that a party of the enemy had just passed. At 4:30 p. m. turned around and steamed a short distance up river. Spoke the *Kineo*, turned around and steamed down the river. At 5:40 overhauled and passed the *Tennessee*. At 10:30 came to anchor off New Orleans.

July 1.—At 1 a. m. a dispatch came on board from the admiral. Called all hands at 3:30 to get underway. At 4:30 steamed up the river. At 10 a. m. stopped and communicated with the patrol of Reed's cavalry. At 10:10 went ahead again. At 10:30 stopped abreast of the encampment at Grandview Neck, and communicated. At 10:40 went ahead again. At 11:30 stopped and sent a boat ashore to gain information. Fired 24-pounder howitzer over the levee. At 12:30 p. m. sent an armed boat ashore, in charge of Mr. Batchellor, at the 62-mile sawmill, and destroyed a large flatboat. At 3 stopped off Donaldsonville. At 4:15 p. m. started up the river, the *Genesee* following. About 2 miles above Donaldsonville saw cloud of dust back from the left-hand levee. Threw 6 rifle shell in that direction, the *Genesee* also firing. At 5:30 turned round and started down river. At 5:45 the *Genesee* made signal to this vessel; stopped our engines and Captain Read went on board of her. At 7 Captain Read returned and we started down the river again. At 8 passed the 62-mile sawmill. From 8 to midnight: Steaming down the river. At 9:30 came to anchor near Captain Reed's camp.

July 2.—At 12:30 a. m. the *Tennessee*, with the admiral on board, passed up the river. At 8:30 a. m. got underway and proceeded slowly up the river, accompanied along the bank by a squad of cavalry. From meridian to 4 p. m.: Sent a dingey on shore on the right bank to destroy two skiffs; brought one off to the ship. Fired 2 12-pounder rifle and 1 XI-inch shell over the levee to start out the rebels. At 1 turned around and steamed slowly down the river, the squad of cavalry following us. At 1:30 stopped our engines and drifted down, waiting for the cavalry to come up. At 2:30, the cavalry not being in sight, we rounded to and steamed up the river to look for them. At 4 turned around and steamed down the river, having heard from on shore that the cavalry had passed down. At 5:20 met the *Kineo* at anchor. Came to anchor.

July 3.—At 7 a. m. called all hands up anchor. Tug *Ida* came down river and reported herself and the *Iberville* having been fired into from near Madame Winchester's plantation. Steamed up river. At 9 a. m. boarded the *Iberville*, in tow of the *Sallie Robinson*, having been disabled by shot from the enemy at Madame Winchester's plantation.

Fired shrapnel from howitzer at horsemen along the levee. At 11 off Madame Winchester's plantation; heard from shore that the rebels were hidden in a sugar house. Fired 8 200-[pounder] rifle, 1 XI-inch 12 pounder rifle, and 24-pounder howitzer at them. At 12:40 turned down the river again, being 68 miles from New Orleans. At 6:45 came to off New Orleans.

July 4.—From 4 to 6 p. m., steaming up the river. At 9:15 p. m. stopped engines and sent a boat to the *Kineo*. Captain Watters came on board and reported that the enemy had artillery in the neighborhood. At 9:45 started ahead, called all hands to quarters, and fired several times with our howitzers on the left bank; no reply from the enemy. At 11:30 p. m. passed Donaldsonville.

July 5.—Steaming up river. At 5:30 a. m. passed the steamer *North America*, bound down, with prisoners and troops. Arrived off Baton Rouge, where we were detained forty minutes by the fog. At 8 exchanged numbers with the *Tennessee* and *Richmond*. At 8:40 came to below Port Hudson, with starboard anchor. At 11:40 got underway and steamed down the river. At 1:10 p. m. passed Baton Rouge. At 4 at the foot of Bayou Goula Landing. At 5:15 stopped engines off Donaldsonville and communicated with the *Princess Royal* and *Kineo*. The *Winona* came up with a convoy. At 5:30 p. m. started ahead again with the steamer *North America* under convoy. At 5:45 called all hands to quarters. At 6:10 the enemy opened fire on us from the right bank with musketry and fieldpieces; returned the fire immediately. Expended 8 24-pounder shrapnel, 8 XI-inch 24-pounder shrapnel, 8 200-pounder rifle shot, 10 12-pounder rifle shell, 8 12-pounder shrapnel, 7 32-pounder 5-second shell, 1 32-pounder canister, 1 32-pounder grape. Received several shots from musketry in our spars and hull. At 8:45 rounded to and anchored off Bonnet Carré.

July 7.—At 5:15 a. m. overhauled the *New London* and *Ida*, bound up the river; slowed down our engines to keep company with them. At 6 called all hands and went to quarters when abreast of College Point. From 8 to meridian: When near the plantation of Madame Winchester the rebels opened on us with musketry and four pieces of artillery. Passing the plantation, the captain ordered the vessel to be stopped to allow the *New London* to close up with us. About this time (9) a shell came through the bulwarks on the port quarter, killing Patrick Hamilton, seaman, outright, and dangerously wounding Captain Read and seriously wounding F. Pfromer and J. Huber. Captain T. A. Jenkins, a passenger on board for Port Hudson, received a severe contusion on the leg; Lewis Bunker, a wound by a musket ball in the shoulder; Frank Lawrence, a contused wound. At 10 anchored off Donaldsonville. At 12 got underway and steamed slowly up river, convoying the *Ida*. Ship struck several times. From meridian to 4 p. m.: Steaming up the river in company with the *New London* and tug *Ida*. Firing heard up river. At 12:15 went to general quarters, firing 6 rounds from 12-pounder howitzers. At 1:25 beat retreat, not having seen the enemy. At 3 p. m. met the steamer *Brown*; spoke her. At 3:15 parted company with the *New London*, she having been ordered to convoy the *Brown*, and steamed up the river. From 4 to 6 p. m.: Spoke the flagship *Tennessee* at the foot of Manchac Bend. Lieutenant Dewey went on board to report to the admiral the engagement of this morning. Parted company from the

Ida, she going on ahead of us. At 7:15 came to off Baton Rouge. Flag-steamers *Tennessee* came up and anchored. The admiral came on board. From 8 to midnight: Sent Captain Read to the officers' hospital, his steward going with him. Sent Jacob Huber to the Mississippi Hospital and the body of Patrick Hamilton on shore for burial.

July 8.—Lieutenant George Dewey in command. 7:10 a. m.: Got underway and steamed down the river. From 4 to 8 p. m. at anchor off Donaldsonville.

July 9.—At 2:30 a. m. sent a boat ashore to communicate with Reed's cavalry, who hailed the ship from the shore. At 10:30 the flagship half-masted her colors and a burial shoved off from her; half-masted our colors. From 8 to midnight: Passing the enemy's first batteries at Madame Winchester's, College Point, and Fifty-four-mile Point, firing XI-inch shrapnel, 32-pounder shell, and 12 and 24 pounder howitzers.

July 10.—At daylight sent launch to flagship and received ordnance stores. At 7 a. m. went alongside the *Essex* on her starboard side and started up the river. At 7:45 went to quarters for action. From 8 to meridian: Underway with the ironclad *Essex* alongside, steamed up river. We were fired upon by the battery opposite the [Jefferson] College. At 11:30 a. m. arrived alongside the *New London*, which had been disabled and run ashore below the upper rebel battery. The *Essex* went ahead and engaged the upper battery. From meridian to 4 p. m.: Got the *New London* alongside port side, *Essex* on starboard side, steamed down river. When at the head of Grand View Reach the rebels opened a warm fire from fieldpieces and musketry, also at College Point. Anchored a few miles below; *Essex* cast off and anchored ahead. The *New London* cast off and was taken in tow by the *Kineo*.

July 13.—Called all hands to muster, when Captain Emmons read his orders to the command of the *Monongahela*. Hoisted divisional flag as senior ship. Meridian to 4 p. m.: Transport steamers *Empire Parish*, *Laurel Hill*, and *Brown* came down river with artillery on board, which they landed here. Occasional firing heard in the rear. From 4 to 8 p. m.: Firing of artillery all the watch in rear of Donaldsonville.

Report of Brigadier-General Green, C. S. Army, regarding the attack upon Fort Butler.

HEADQUARTERS FIRST CAVALRY BRIGADE,
Camp on La Fourche, near Paincourtville, July 3, 1863.

MAJOR: In accordance with the order of General Mouton, commanding, of the 26th ultimo, dated at Thibodeaux, commanding me to take possession of the Federal fort at Donaldsonville, I took up the line of march from Thibodeaux about 8 o'clock at night, with [W. P.] Harde-
man's, [D. W.] Shannon's, and [P. T.] Herbert's regiments, of my
brigade; and [W. P.] Lane's, [B. W.] Stone's, and [Joseph] Phillips's
regiments of Colonel [James P.] Major's brigade; and [O. J.] Semmes'
battery. After marching the entire night, I encamped within 9 miles
of the fort about sunrise the next morning.

During the 27th I rested our jaded troops and horses, getting all the information which could be procured in relation to the situation of the fort, its force, defenses, etc. I placed a pontoon bridge across the La Fourche, made of sugar-coolers, and crossed over Stone's regiment

to the east end of the bayou, and ordered him to advance toward Donaldsonville on that bank, and attract the attention of the enemy, and if possible to attack him on that side. With the balance of the command I advanced during the night of the 27th to within $1\frac{1}{2}$ miles of the fort, where I dismounted the command. Having determined on the plan of attack, I called the officers commanding regiments together, and explained to them specifically the position each one was to occupy in the assault.

* * * * *

* * * Waiting a short time for Major Shannon to perform the circuit around the fort to the Mississippi above, I moved the column which was to envelop the ditch, with Colonel Major at the head. Before this column had advanced to the place intended for it preparatory to the assault, Major Shannon, of the Fifth Texas, encountered the pickets of the enemy, and a fire from above was opened on him by the artillery of the fort and from the two gunboats in the river.

* * * * *

The attack on the fort was made at 2 a. m., being before daylight, for the purpose of preventing the gunboats from seeing our advance. The columns of attack of Shannon above and Hardeman below were expected to move along under the levee, sheltered from the artillery and musketry of the fort, until they reached the stockade, the weeds on the margin of the water, as I was informed, preventing a full view of them by the gunboats.

Shannon succeeded in making the entrance with little or no loss, and he and Colonel Phillips (entering on the same side) would doubtless have succeeded in capturing the works had it not been for the existence of a ditch fronting and inside the levee, of which I had no knowledge or information. All of my guides (and some of them resided within two miles of the fort) assured me that when we got through the stockade, between the levee and the river, we had an open way into the fort without impediment, other than the bayonets of the enemy. We were not repulsed and never would have been until we found, after getting into the stockade, that there was yet a ditch to cross, running in front of and parallel with the river, and no means whatever on hand to cross it. At this ditch a most desperate fight ensued between the commands of Shannon and Phillips and the enemy. Our men here used brickbats upon the heads of the enemy, who returned the same. Captain [Ira G.] Killough and Lieutenant [W. S.] Land, and other officers and men were wounded on their heads with bricks thrown by the enemy, which had first been thrown by our men. * * *

We fought from 2 a. m. until daylight without intermission, and our dead and wounded show the desperation of the assault. The garrison contained between 500 and 600 Federals. Our assaulting party engaged was about 800 strong.

* * * * *

Respectfully submitted.

THOMAS GREEN,
Brigadier-General, Commanding.

Major LOUIS BUSH,
Assistant Adjutant-General, Thibodeaux.

Report of Colonel Major, C. S. Army, commanding Cavalry Brigade.

HEADQUARTERS SECOND CAVALRY BRIGADE,
Near Napoleonville, June 30, 1863.

MAJOR: I have the honor to submit the following report * * *:

On the 17th went down Grosse Tête (Bayou) to Rosedale; fed horses and men. At dark started for Indian Village; arrived at 2 a. m. on the 18th; crossed [Joseph] Phillips's regiment, who made a dash into Plaquemine, taking 87 prisoners, burning 3 fine steamers, 2 steam flats, 100 bales of cotton, and capturing a large quantity of commissary stores. There were no facilities for crossing Bayou Plaquemine; it took until 5 p. m. to cross entire brigade.

At 6 p. m. started down Mississippi River, and at daylight on 19th arrived at Bayou Goula. In marching down the bank of the river three large gunboats passed the column, but did not discover us. As an attack on them would have given our locality, which I was anxious to conceal, I allowed them to pass unmolested.

* * * * *

JAMES P. MAJOR,
Colonel, Commanding Second Cavalry Brigade.

Major LOUIS BUSH,
Assistant Adjutant-General.

Report of Captain Faries, C. S. Army, of engagement between Confederate batteries and Federal vessels.

FARIES'S BATTERY, P. L. A.,
IN THE FIELD AT ALLEMAND PLANTATION,
Assumption Parish, La., July 10, 1863.

SIR: I have the honor to report that the rifle section of this battery, two 3-inch Parrott guns, under First Lieutenant B. F. Winchester, took position at Battery No. 1, on Gaudet's plantation, right bank of the Mississippi River, St. James Parish, about 12 miles below Donaldsonville, where embrasures were cut through the levee (some 12 feet high), on the morning of the 7th instant, at 2 o'clock a. m., and at 9 o'clock a. m. engaged a sloop of war, said to be the *Genesee*, and one gunboat conveying a small steam tug, bound up. This section fired 5 time-fuze shell and 8 solid shot, with effect, as I learned through parties from Donaldsonville subsequently, that a captain, second lieutenant, and seven men were killed or wounded.

At 3 o'clock a. m. on the morning of the 3d of July, instant, the rifle section fired 2 solid shot and 3 shell at two gunboats conveying a transport going down the river, making 4 hits. Same day, at 5 o'clock a. m., fired 7 shell (time fuze) and 10 solid shot at two gunboats, bound up, making 15 hits. The Mississippi River at this point is about 2,000 yards wide.

On July 9 constructed platforms and cut embrasures at intervals of 100 to 150 feet for two 6-pounder bronze smoothbore guns, two 12-pounder bronze field howitzers of this battery, and one heavy 12-pounder bronze field gun of Cornay's Louisiana Battery, the last under Lieutenant [O. H.] Jones.

At 8:30 o'clock p. m., the night being dark and misty on the river, with occasional lightning, causing objects on the water to appear

obscure, opened with the seven pieces on a fleet of nine vessels, composed of gunboats and transports, including the ironclad *Essex* and a sloop of war; to cover the passage of transports, a gunboat was apparently lashed on each side of a transport, which last were evidently well loaded with men and material, bound down. All the vessels on the right of their column approached my position with shotted guns, as they all instantly answered my fire by a broadside from their whole line all of which passed over us.

The two 3-inch rifles fired 8 time-fuze shell and 6 solid shot. The heavy firing from this fleet of vessels (many of them armed with 8, 11, and 15 inch guns) prevented the effect of the shots from the rifle section being accurately observed. Most of them, however, were hits.

The 12-pounder field gun, under Lieutenant Jones, fired 6 spherical case and 4 solid shot, making 7 hits, and, by the sound, doing considerable damage to the vessels of the enemy.

The 12-pounder howitzer section, under Second Lieutenant O. Gaudet, fired 8 shell, 5 of which took effect.

The section of 6-pounder bronze smoothbore guns, under Lieutenant S. R. Garrett, fired 14 solid shot, making 14 hits.

On the morning of July 10, at 1:30 a. m., the 7 guns at Battery No. 1, opened on the U. S. gunboat *New London*, bound down.

The rifle section under First Lieutenant B. F. Winchester fired 10 shell and 14 solid shot, he having run his guns out over the levee, on to the batture, enabling the cannoneers to fire more rapidly and longer at the same object. Most of these shots struck this vessel, one of them cutting her steam pipe or cylinder, when a rocket was sent up from her, which proved to be a signal for assistance.

Lieutenant Jones's 12-pounder field gun fired 3 spherical case and 2 solid shot, making 2 hits.

The 12-pounder howitzer section, under Lieutenant O. Gaudet, fired 1 shell, which took effect.

The 6-pounder section, under Lieutenant S. R. Garrett, fired 2 solid shot, 1 of which struck her.

The cavalry pickets above had neglected to notify me of her approach. The sky was so overcast with clouds it was difficult to make out floating objects; the new moon, which had been obscured most of the night, shed a feeble light, when, about the time stated, the cannoneers who were on guard at the pieces reported this vessel almost abreast of my position; this will account for so few shots being fired by the 5 smoothbored pieces, all of which were posted above the rifle section.

The *New London* proved to be a bark-rigged vessel, carrying a heavy rifled gun amidships and two 20-pounder Parrott rifles, one on her bow and the other in her stern. She replied but feebly to our guns. It was subsequently ascertained that she was acting as a dispatch boat for the army, carrying important information from Vicksburg or Port Hudson to New Orleans. As soon as she was disabled one or more boats were lowered and she was towed or drifted into the left bank of the river, nearly 2 miles below this battery. At this time information was received by Lieutenant Colonel [Isham] Chisum, commanding the scouts, and my only support, several companies of the Sixth Texas Cavalry, that the enemy was landing a force just above my position (which proved to be false). I was ordered to retire to the heavy timbered woods, over 4 miles in my rear, and back of the cane fields on the river, where the cut-off or Vacherie road entered the swamp. While the teams were being fed in this road, I received orders to

return to my position at Battery No. 1. But for this false report of the enemy being on my flank, which occasioned the loss of over five hours of most valuable time, I am satisfied this vessel could have been destroyed and lost to the enemy. At 9:30 a. m. the seven guns were again in position at the levee. The *New London* was seen tied up to the bank at Colomb's plantation on the opposite bank, some distance below Battery No. 1. I immediately ordered embrasures to be cut for the two rifled pieces and the heavy 12-pounder, bearing directly on her broadside. Before half of this work could be done, the *Genesee*, sloop of war, and ironclad *Essex* appeared, coming from below. The *Genesee* covered the *New London* with her larger hull and she was soon after lashed to her for the purpose of towing away. Meanwhile the *Essex*, to cover these preparations, approached my position, and, when nearly opposite, opened on us with 11 and 15 inch guns firing slowly, either to draw my fire or because it was so evident her heavy projectiles had very little effect on a 12-foot Mississippi River levee, the best of earthworks. The sloop and gunboat being out of range of most of my guns, I considered it useless to waste my light projectiles on the iron sides of the *Essex*, which may be regarded as fortunate, as I received orders soon after she commenced firing to retire in the direction of Assumption Church, on Bayou La Fourche, as speedily as possible, as our flank was now really threatened by a strong force on the river road, coming from Donaldsonville, where General Weitzel had arrived with one or more Federal brigades from Port Hudson. Not receiving any reply to her fire, the *Essex* retired slowly, firing at long intervals, until she rejoined the *Genesee* and *New London* below, where the three vessels were lashed together and steamed down the river. I then limbered up and retired to the cut-off road leading to Assumption Church, before referred to, and reached this place, 4 miles above the church, at 4 o'clock p. m. to-day, with the six pieces of my battery, Lieutenant Jones, with his 12-pounder, having rejoined Cornay's battery with General Mouton's infantry below the church.

Lieutenant [Henry] Angel, commanding a section of Captain [Thomas] Gonzales' Texas battery, which was in position at Battery No. 1, on the 7th and 8th instant, above the rifle section, after the firing on the 8th of July, in which it participated, was withdrawn and ordered to report to Brigadier-General T. Green, commanding Texas Cavalry Brigade, on the left or west bank of Bayou La Fourche. I received no report of the shots fired by this section. I have no casualties to report.

I am, very respectfully, your obedient servant,

T. A. FARIES,

Captain, Commanding Battery.

Captain H. F. WADE, Jr.,

Chief of Artillery, Major's Brigade, Texas Cavalry.

Letter from Commodore Palmer, U. S. Navy, to Captain Walke, U. S. Navy, regarding delay in the arrival of vessels.

U. S. S. HARTFORD,

Above Port Hudson, June 29, 1863.

MY DEAR CAPTAIN: I send up a transport to see what news you have, and how you are getting on in your distress; also, should you have collected any more contrabands, you can send them down by her.

I am very anxious about the *Arizona* and fear the rebels have some trap between Natchez and Vicksburg in which they have managed to ensnare the *Price*, *Switzerland*, and now the *Arizona*. What can be the meaning of their delay? General Banks wrote me yesterday that Port Hudson will be in our possession the day after to-morrow, but as he has been making me similar promises for the last fortnight, I have not much confidence (with Porter's representations) about Vicksburg.

Yours, truly,

J. S. PALMER.

[Captain WALKER.]

Report of Acting Volunteer Lieutenant Upton, U. S. Navy, commanding U. S. S. Arizona, announcing intended departure to join the lower fleet.

U. S. S. ARIZONA,
Mississippi River, below Vicksburg, June 29, 1863.

SIR: I respectfully inform you that I have taken on board about 45 tons of coal, and as the other vessels require coal which will cause me several days' detention, I will, with your approval, leave for the lower fleet to-morrow morning.

I have coal for about ten days' steaming.

I am, sir, very respectfully, your obedient servant,

DANL. P. UPTON,
Acting Volunteer Lieutenant, Commanding Arizona.

Acting Rear-Admiral D. D. PORTER, U. S. Navy,
Commanding Mississippi Squadron.

Report of Captain Gillis, U. S. Navy, commanding U. S. S. Ossipee, regarding the capture of the schooner Helena from Havana.

U. S. STEAM SLOOP OSSIPEE,
Off Mobile, June 30, 1863.

SIR: I respectfully report that a sail being discovered last night to southward and eastward, and not deeming it proper to send one of the gunboats on account of their want of speed from their night stations, we gave chase with this vessel, and about 2 o'clock a. m. overhauled and seized as a prize, some 17 miles from this anchorage, the schooner *Helena*, from Havana, bound to Mobile.

By direction of Rear-Admiral Farragut, all prizes are to be sent to New Orleans for adjudication. I send the prize schooner there with witnesses, cargo, and all papers found on board.

Prize list of crew herewith sent. I informed you in a previous communication of capture by the *Lackawanna* of steamers *Neptune* and *Planter* since my arrival here.

I am, respectfully, sir, your obedient servant,

JOHN P. GILLIS,
Capt. and Senior Officer, Div. West Gulf Blkdg. Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Detailed report of Rear-Admiral Farragut, U. S. Navy, regarding conditions in the Mississippi River.

No. 117.]

FLAGSHIP PENSACOLA,
New Orleans, June 30, 1863.

SIR: I have the honor to acknowledge the receipt of your dispatch of 15th instant, in which the Department is pleased to express itself satisfied at the course of my proceedings. It is most gratifying to me to find that my efforts were so successful in their results, although attended in the beginning with some disaster. My great fear has been that the Department, being so far removed from the theater of operations, might not see the importance of my measures and might think my movement a rash one in which I needlessly hazarded the lives intrusted to my care; but since the Department is pleased to express its approval of my course, and the enemy have acknowledged my movement to have been a perfect success, even with my small force, I feel acquitted in the eyes of the Government of my country of any selfishness, and am thankful for the credit I have received for my sincerity of intention in carrying out the wishes of the Government.

The third paragraph of your dispatch appears to consider my work in the Mississippi as finished and invites my attention to the Gulf blockading forces. Would that I could find myself justified in such a conclusion. My forces in the river are at present disposed as follows, viz: *Hartford*, *Estrella*, *Albatross*, *Arizona*, and *Sachem* above Port Hudson, and the *Richmond*, *Genesee*, *Essex*, and six mortar vessels below Port Hudson, while the *Princess Royal* is at Donaldsonville and the *Winona* at Plaquemine, and the *Kineo* is below, all keeping a lookout on the enemy, who has a movable force of from 10,000 to 12,000 men on the west bank. I have already reported to the Department (No. 116) an attack made on Donaldsonville on the 28th instant by 5,000 of this force under General Green, and there is scarcely an hour in the day, I may say, that the army does not call on me for a gunboat.

Acting Rear-Admiral Porter is at Vicksburg and his nearest gunboat is at the mouth of Red River. Taking all these things in consideration, I do not conceive that the Department contemplates my removal from the river until after the fall of Vicksburg or of Port Hudson, but the moment those places fall I shall proceed outside, turning over the care of the river to Admiral Porter, and will visit the different blockades; until then (and I hope the Department will not attribute it to my vanity) my presence in the river is of more value than an army, for they at least dread my gunboats and will probably have the same fear of Admiral Porter's force, but at present he is too far removed and has lost several vessels in his passage of Vicksburg.

I have from time to time been calling the attention of the blockade to the success of the enemy in evading them, and although the blockade runners are frequently successful and evade our forces in a most extraordinary manner, still the Department must not give the enemy credit for veracity in their published accounts of arrivals in their ports. The capture of the *Neptune*, reputed to be a 20-knot vessel, by the *Lackawanna* will necessarily have a fine effect on the blockade runners, and I shall put her on the blockade the moment she arrives from Key West, if the Department will let me have her. I shall send the *Antona*

down the coast of Texas, where her English build and good speed will bring a good harvest.

In conclusion, sir, permit me to express my thanks for your kind wishes for my future success.

I shall be ready to commence further operations the moment the vessels arrive. I learn from Chief Engineer Shock that there are in Cairo, on their way down to me, some ironclads of 6 feet draft. These will be the very thing for Galveston, and with two or three I trust to render a good account of that place.

All of which is respectfully submitted by your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from Rear-Admiral Farragut, U. S. Navy, to the commandant of the navy yard, Pensacola, regarding permits for shipment of cotton.

NEW ORLEANS, June 30, 1863.

SIR: Your communications* of 3d and 13th instant, relating to Captain Stewart and Mr. P. S. Geraud, the premises are perfectly proper. The only pass given Mr. Geraud was to bring cotton to New Orleans from Mobile via Mississippi Sound, and the Government's policy is to permit cotton, etc., to be run out from blockaded ports, provided it is shown by the master of the vessel that his cargo is Union property bound for a port in possession of our troops. Hence I give passes for stuff to New Orleans; but of course it is perfectly preposterous to suppose that I or any other Government officer should give a pass to take supplies into the Confederacy when a blockade has been instituted for the very purpose of keeping those supplies out.

You had better keep an eye to Captain Stewart's stores, and I will report his case to the commanding general.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commodore W. SMITH,
Commanding Navy Yard, Pensacola, Fla.

Letter of congratulation from Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Lewis, U. S. Navy, commanding U. S. S. Itasca, on successful operations on the coast of Texas.

NEW ORLEANS, July 1, 1863.

SIR: I have just received through Commodore Bell the reports of your recent visit to the southwestern coast of Texas, and was much gratified at your success in destroying the enemy's property, as well as at your being able to capture enough to reward you for your labors. I only wish that you had captured the vessels you described as being English, or under English colors, 8 or 9 miles from the bar of the Rio

*Not found.

Grande. Had you subjected them to a rigid examination you would no doubt have found evidence of their rebel character. Still, I congratulate you upon having done the country good service.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Lieutenant-Commander R. F. R. LEWIS,
Commanding U. S. Gunboat Itasca.

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Gillis, U. S. Navy, referring to the extent of contraband trade and disposition of prizes.

NEW ORLEANS, July 1, 1863.

SIR: By the last mail I received a congratulatory letter upon the success of the blockade off Mobile in making captures, but, as he says, it shows, however, to what an extent the contraband trade has been pushed by the enemy of late.

I see by the consular dispatches that many vessels have lately sailed from England for this coast, most generally cleared for Matamoras, but our experience tends to show that they as often fall in at Mobile as at Matamoras.

You will send all your prizes here for adjudication until we find that they do not do the captors justice.

Cargoes for the Confederacy will not sell well here, and have had to be sent north, but cotton brings a good price, and in cases where we require the vessels they can be adjudicated here and the cargoes sent north for sale.

When the *Colorado* requires coal you can let her go to Pensacola, and in that way relieve all your vessels one at a time.

I think there is scarcely a doubt but that you have force enough to permit of such an arrangement.

I am in daily expectation of the fall of Port Hudson, when I shall go outside and take a look at all the blockade.

Wishing you every success, I am,

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Captain J. P. GILLIS,
Commanding Mobile Blockade.

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Gillis, U. S. Navy, calling attention to instructions for guidance on the Mobile blockade.

NEW ORLEANS, LA., July 1, 1863.

SIR: I would respectfully call your attention to an article contained in the instructions given by me to your predecessor, Commodore Hitchcock, for his guidance on the Mobile blockade, and you will transmit a copy of this to whomever may relieve you while this squadron is under my command:

All vessels and convoys coming out of Mobile and delivering themselves up as the bona fide property of loyal citizens of the United States, bound on a legitimate voyage to New Orleans under General Banks' invitation to commerce, are to be sent

hither in charge of an officer, and will be released on proving themselves to be as represented.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Captain J. P. GILLIS,
Commanding Mobile Blockade.

Report of Lieutenant-Commander Adams, U. S. Navy, requesting approval of rules for machine shop at Ship Island.

U. S. SHIP VINCENNES,
Ship Island, July 1, 1863.

ADMIRAL: I enclose herewith a copy of some rules and regulations that I have established for the machine shop on Ship Island. If they meet with your approval, will you be kind enough to endorse them and return them to me? Your approval will have great weight, while, without it, any officer ranking me can set all my rules aside.

Very respectfully, your obedient servant,

H. A. ADAMS, JR.,
Lieutenant-Commander, Commanding at Ship Island.

Rear-Admiral D. G. FARRAGUT, U. S. Navy,
Commanding Western Gulf Blockading Squadron.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Master Chase, U. S. Navy, commanding U. S. S. Antona, for a rigid search of certain vessels if encountered.

NEW ORLEANS, *July 1, 1863.*

SIR: You will strictly and rigidly search any of the vessels named in the enclosed list that you may encounter, and should there be the slightest ground for suspecting them, send them in for adjudication.

You will pay particular attention to the *Edward Hawkins* and *Sir William Peel*, and you will seize the *Sumter*, now called the *Gibraltar*, and the *Phantom* whenever met with, so long as it is not in neutral waters.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Acting Master CHAS. T. CHASE,
Commanding U. S. S. Antona.

Order of Rear-Admiral Farragut, U. S. Navy, to Commodore Bell, U. S. Navy, commanding Texas blockade, transmitting list of vessels cleared from Europe.

NEW ORLEANS, *July 1, 1863.*

COMMODORE: I send the *Antona* for the express purpose of blockading, or rather picking up, the vessels that run down the coast and dodge into Brazos Santiago and the mouth of the Rio Grande.

She, being an English steamer, will easily deceive them. I transmit you a list of vessels cleared from Europe with all kinds of arrangements to deceive us.

The Government has again called upon me to break up, if possible, the Matamoras trade, and we will try to do it, and must capture when there is the least doubt as to their character.

I was much gratified to hear that you caught those fellows at Brazos Santiago, and I wish you much success.

Yours, etc.,

D. G. FARRAGUT,
Rear-Admiral.

Commodore H. H. BELL,
Commanding Texas Blockade.

Report of Lieutenant-Commander Dana, U. S. Navy, commanding U. S. S. Cayuga, regarding the capture of the sloop Blue Bell, July 2, 1863.

U. S. GUNBOAT CAYUGA,
Off Sabine Pass, Tex., July 10, 1863.

SIR: I have the honor to report that on the morning of the 2d of July I saw a small sloop under sail in the Mermentau River, about 3 miles from its mouth. Sent in boats and captured her. The chase proved to be the sloop boat *Blue Bell*, of about 10 tons burden. The cargo consists of 6,646 pounds of sugar and 90 gallons of molasses, in barrels.

The vessel was from Franklin, La., bound to Calcasieu, and had gone into the Mermentau through mistake, as the master acknowledged. Neither papers nor colors were found on board. The persons on board were as follows, viz: E. Cooper (American), master and owner; T. Chadwick, claiming to be an English subject; B. Johnson (colored), slave, belonging to E. Cooper, master.

I have paroled the master, E. Cooper, and T. Chadwick, and will send the contraband to the senior officer at New Orleans. The vessel being small, I will keep her here for service and send the cargo to Key West to be disposed of by the prize commissioners.

Very respectfully, your obedient servant,

W. H. DANA,
Lieutenant-Commander, Commanding U. S. S. Cayuga.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commodore Bell, U. S. Navy, commanding off Galveston, regarding the disposition of certain vessels.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, July 3, 1863.

ADMIRAL: The coal schooner *Ellen P. Stewart* will start to-night for New Orleans.

The gunboat *Itasca* (Lieutenant-Commander R. F. R. Lewis) and the schooner *Rachel Seaman* being unseaworthy, I dispatched the former on the 30th of June to New Orleans, where I think she may be serviceable; and on the 2d instant I sent the schooner *Rachel Seaman* to Pensacola, not knowing what they can do with her unless they send her north for repairs. I requested Commodore Smith to send the *Bohio* or *Arthur* down to take her place off Pass Cavallo.

The *Brooklyn*, *Bienville*, and *Katahdin* remain off this port, the *Sciota* having gone to Tampico.

I shall want 640 tons coal by the 20th instant.

Very respectfully, your obedient servant,

H. H. BELL,
Commodore.

Rear-Admiral D. G. FARRAGUT,
Comdg. West Gulf Blockading Squadron, New Orleans, La.

Report of Commodore Bell, U. S. Navy, commanding off Galveston, regarding the strengthening of Confederate batteries in that vicinity.

U. S. S. BROOKLYN,
Off Galveston, July 3, 1863.

DEAR ADMIRAL: I can't suppose the enemy mad enough to draw certain destruction on the city of New Orleans by encouraging their friends there to rise, when they have not the shadow of a chance for crossing the river to unite with them. Besides, the country between Berwick and the city is not only difficult to themselves, but is of easy access to us by water as well as by land. I consider the city safe, therefore, from outside attacks; nor do I think the enemy's feint in that direction will retard the fall of Port Hudson. The Vicksburg success will settle that. I am only sorry you and General Banks shall not have the honor of receiving its capitulation, instead of the fresh-water fellows above.

It is diligent work all the time with the people ashore here, and they have not only extended but have greatly strengthened their earth-works by skillful engineering. Fort Point is iron casemated, and likewise another fort nearer the city; the other two are barbette batteries. At Pelican Spit they are reconstructing the battery. It is difficult at this distance to say what they are making of it. The shoals are so extensive troops alone can stand any chance of reducing their works, and at the present time I consider the thing easily done by 1,000 or 2,000 provided with boats for landing them.

I shall be glad to hear of the release of the *Hartford* and *Albatross* from their interior blockade. If [Port] Hudson should not fall before the river falls, it may be difficult after that to supply her wants, as Red River and the bayous go down together.

I am, very cordially, your obliged,

H. H. BELL.

Rear-Admiral D. G. FARRAGUT,
Comdg. West Gulf Blockading Squadron, New Orleans.

Order of Acting Rear-Admiral Lee, U. S. Navy, to the commanding officer of the U. S. S. Virginia, to proceed to duty in the West Gulf Squadron.

U. S. FLAGSHIP MINNESOTA,
Newport News, Va., July 6, 1863.

SIR: The Department by telegraph directs that you proceed with the *Virginia*, under your command, to the Gulf and report for duty to Rear-Admiral Farragut, as ordered January 8.

Respectfully, yours,

S. P. LEE,
Actg. Rear-Admiral, Comdg. North Atlantic Blockdg. Squadron.
COMMANDING OFFICER U. S. S. VIRGINIA.

Report of Captain Walker, U. S. Navy, making statements to disprove the report of the inefficiency of the blockade of Sabine River.

U. S. S. DE SOTO,
Gulf of Mexico, July 6, 1863.

SIR: On the 29th of December last you did me the honor to address to me certain enquiries, to which I replied under date of the 2d of January.

Within the last few days I have been reminded of some facts bearing upon the subject of your letter which I deem it important to communicate, namely, on the 1st of July, 1862, this ship captured off the Sabine the British schooner *William*, a few hours out from Sabine City, and on the same day boarded the British schooner *R. O. Bryan*, from Kingston for Matamoras, which vessel had been boarded a few hours earlier by the U. S. schooner *S. Houston*, and, as was shown by an endorsement of her papers, she had been previously ordered off the coast by the *Hatteras*, Commander Emmons.

On the 4th of the month the *R. O. Bryan* was captured, close in upon the coast, by the *Rhode Island*, Commander Trenchard.

These facts may be verified by the log books of the vessels named, including that of the *R. O. Bryan*, should it have been preserved, and should go far to disprove the affirmation made by British and Confederate agents respecting the inefficiency of the blockade in the vicinity of the Sabine at or about the dates specified, while at the same time they show the liberal construction by the blockading squadron of the rights of neutrals.

I am, sir, respectfully, your obedient servant,

W. M. WALKER,
Captain, U. S. Navy.

HON. SECRETARY OF THE NAVY.

Order of Commodore Bell, U. S. Navy, to Lieutenant-Commander Johnson, U. S. Navy, commanding U. S. S. Katahdin, to blockade Sabine Pass.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, July 6, 1863.

SIR: Proceed to Sabine Pass and maintain the blockade of that port until the *Owasco* and *Cayuga* can come hither and coal.

You will keep a convenient distance offshore, but always in sight of land, unless there be good reason for lying nearer.

Very respectfully,

H. H. BELL,
Commodore.

Lieutenant-Commander P. C. JOHNSON, Jr.,
Commanding U. S. Gunboat *Katahdin*, off Galveston.

Letter from the U. S. consul at Matamoras, Mexico, to the Secretary of State, naming certain English vessels unloading in that port.

U. S. CONSULATE,
Matamoras, July 6, 1863.

SIR: There are now four large English steamers unloading in this port, the *Sir William Peel*, *Sea Queen*, *Ajax*, and *Edward Hawkins*.

The first two are consigned to Messrs. Milmo & Co., who are agents to receive and ship (in their own name) the cotton belonging to the State of Texas.

One of these steamers is now discharging an immense pile of desiccated vegetables, which are for the consumption of the rebel army and for which she will take in return cotton belonging to the rebel Government.

The *Sir William Peel* is the steamer that is discharging the vegetables.

I am, sir, very respectfully, your most obedient,

L. PIERCE, Jr.,
U. S. Consul.

SECRETARY OF STATE,
Washington, D. C.

[Copy transmitted to Rear-Admiral Farragut August 1, 1863.]

Order of Commodore Bell, U. S. Navy, to Lieutenant-Commander Dana, U. S. Navy, commanding U. S. S. Cayuga.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, July 9, 1863.

SIR: As soon as you have completed the supplies for your vessel you will return to your station on the blockade of Sabine.

Very respectfully,

H. H. BELL,
Commodore.

Lieutenant-Commander WM. H. DANA,
Commanding U. S. Gunboat *Cayuga*, off Galveston.

Operations in vicinity of Berwick Bay, July 10-27, 1863.

Letter from Major-General Banks, U. S. Army, to Captain Jenkins, U. S. Navy, requesting aid of naval vessels.

JULY 10, 1863—8 p. m.

MY DEAR SIR: Please inform me if there are any light-draft boats above you except that one sent to Vicksburg. If there be, I think

they should be withdrawn at once, as Berwick Bay is now the all-important point.

Very truly, yours,

N. P. BANKS.

Captain JENKINS.

Letter from Major-General Banks, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, requesting the services of light-draft gunboats in Berwick Bay.

HEADQUARTERS DEPARTMENT OF THE GULF,
Port Hudson, July 10, 1863.

MY DEAR SIR: The light-draft gunboats should be sent immediately to Berwick Bay to intercept the passage of the rebel force into the Teche country. This is the only possible way of their escape. No boats are needed now at the mouth of Red River or at any other point than in the vicinity of Port Hudson, and a heavy-draft boat can supply the place of the light-draft at that point. I beg you will take immediate measures to send one or more of these boats to the bay, under the command of an energetic man, for they will have to pass one or two guns on their route to the bay. Do not delay, as time is of the highest importance.

I have the honor to be, with much respect, your obedient servant,

N. P. BANKS,
Major-General, Commanding.

Rear-Admiral D. G. FARRAGUT,
Commanding, etc., New Orleans.

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Jenkins, U. S. Navy, regarding the light-draft gunboats.

FLAGSHIP TENNESSEE,
New Orleans, July 11, 1863.

DEAR CAPTAIN: Your dispatch was duly received, together with all the notes of General Banks. I wish to send the light-draft boats around to Berwick Bay as soon as possible, and if they are in your vicinity, send them down to me. I have also sent a letter to Commodore Palmer. I hope General Banks will not make a mistake about sending a force of sufficient strength to attack the Texans in the rear. If they find themselves attacked in the rear, they will withdraw from the banks of the river and let the transports alone. They gave us a smart fight the other night, but I found that the officers and crew of the *Monongahela* were cool, and conducted themselves well. One reason I went on board the *Monongahela* was that I thought it would restore confidence, and I think it had the effect. The *Essex* is the thing for them; they fire at her with perfect impunity.

I assure you I am done fighting unless compelled. I only thought it best to do it under the peculiar circumstances.

Emmons goes up to take the *Monongahela*. My great anxiety is to get the light-draft gunboats to go to Berwick Bay. Let the general know that I will send them the moment I get possession of them.

I hope to get out of the river in a week or so, and do hope to get home after a while.

Wishing you all good health and a contented mind,

I remain, very truly, your friend,

D. G. FARRAGUT,
Rear-Admiral.

Captain T. A. JENKINS.

P. S.—I agree with you perfectly, and will give anything in moderation toward poor Read's conveyance to his family.

Yours,

D. G. F.

Order of Rear-Admiral Farragut, U. S. Navy, to Commodore Palmer, U. S. Navy, regarding the dispatching of certain vessels to New Orleans.

FLAG-STEAMER TENNESSEE,
New Orleans, July 11, 1863.

SIR: Immediately upon the receipt of this you will order the U. S. steamers *Estrella*, *Arizona*, and *Sachem* to proceed to this place and report to me without delay. Upon their arrival here I will provide them with commanders.

Very respectfully,

[D. G. FARRAGUT],
Rear-Admiral.

Commodore JAMES S. PALMER,
*Commanding U. S. Naval Forces,
Western Gulf Blockading Squadron, Upper Mississippi.*

Letter from Major-General Banks, U. S. Army, to Rear-Admiral Farragut, U. S. Navy, urging the need of vessels to cut off the retreat of the enemy.

HDQRS. DEPT. OF THE GULF, NINETEENTH ARMY CORPS,
Port Hudson, July 14, 1863.

SIR: Please let me know immediately and positively whether you can send the *Sachem*, *Estrella*, *Arizona*, *Clifton*, *Calhoun*, *Hollyhock*, or any other boats, to Berwick Bay immediately, to cut off the retreat of the enemy. The garrison should be back to-day. I can add nothing to the strength of my former request that these vessels should be sent, but, if they can not be, please let me know immediately, so that I may order the troops to attack the enemy without further delay, instead of waiting for the gunboats to cut off his retreat.

Very respectfully, your obedient servant,

N. P. BANKS,
Major-General, Commanding.

Rear-Admiral D. G. FARRAGUT,
New Orleans.

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Jenkins, U. S. Navy, to send two steamers and the mortar schooners from the Mississippi River.

FLAG-STEAMER TENNESSEE,
New Orleans, July 12, 1863.

SIR: You will send up after the *Sachem*, and order the *Sachem* and *Arizona* down here as soon as possible.

You will send down the bombers whenever opportunities occur; many of them will sail down if you give them orders, but it is rather hazardous at this low stage of water.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Captain T. A. JENKINS,
Commanding U. S. Steam Sloop Richmond, Port Hudson.

Send up to the mouth of Red River by any means in your power to order the *Sachem* down here immediately. She is the only boat that can go to Berwick except the *Estrella*.

Yours, truly,

D. G. FARRAGUT,
Rear-Admiral.

Letter from Major-General Banks, U. S. Army, to Captain Jenkins, U. S. Navy, regarding the forwarding of dispatches for General Grant.

HDQRS. DEPT. OF THE GULF, NINETEENTH ARMY CORPS,
Port Hudson, July 12, 1863.

CAPTAIN: I have the honor to request that you will send a gunboat early in the morning to Red River, and if necessary to Vicksburg, with important dispatches for General Grant.

Please urge the commander of the naval forces at the mouth of Red River to forward these dispatches by one of his boats; but if he can not do so, I shall be compelled to ask that you send them all the way.

I will send an officer with the gunboat when she is ready to start.

Very respectfully, your most obedient servant,

N. P. BANKS,
Major-General, Commanding.

Captain THORNTON A. JENKINS, U. S. Navy,
Commanding Fleet near Port Hudson.

Report of Captain Jenkins, U. S. Navy, regarding the execution of orders.

U. S. S. RICHMOND,
Port Hudson, July 13, 1863.

ADMIRAL: I had a visit from General Banks yesterday. I informed him of the force here, and expressed my desire for the early return of the *Arizona*, so that I might send her down to you, to be sent to Berwick Bay, or to be otherwise disposed of as you may see fit.

At 2 o'clock this morning I received a communication from General Banks, with an urgent request that I would send a gunboat early in the morning to Red River, and if necessary to Vicksburg, with important dispatches for General Grant.

I accordingly sent Captain Macomb in the *Genesee* a little after daylight with your letter for Admiral Porter, and General Banks' bearer of dispatches up the river.

I directed Captain Macomb to proceed direct to the mouth of Red River and endeavor to induce the commanding officer there to send a

vessel immediately to Vicksburg with the bearer of dispatches, and then to return to this place without unnecessary delay, but in case the senior officer there could not, or would not do so, then to proceed to Vicksburg himself with them.

I am, very respectfully,

THORNTON A. JENKINS,
Captain.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Jenkins, U. S. Navy, regarding general matters.

FLAG-STEAMER TENNESSEE,
New Orleans, July 14, 1863.

CAPTAIN: Your letters of the 13th instant are all received, and I fully approve all you have done.

I wrote to you to send the mortar boats, etc., down; where the letters are I can not say.

As to our movements or those of the vessels, keep things as they are until the army settle their affairs at Port Hudson.

Everything is working so well north, south, east, and west, by the latest accounts, that I hope to be able to send the *Richmond* home in a week or ten days. If you wish, I can send you a gunboat, but everything breaks down the moment they arrive at this place, and I have now eleven or twelve vessels repairing.

It is enough to set a man wild to see himself in a position that he is helpless and controlled by the engineers.

Write me freely and I will endeavor to do all I can. The court is now in session; if you have any one to send before it, send them down immediately.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Captain THORNTON A. JENKINS,
Commanding U. S. Naval Forces, Port Hudson.

Letter from Brigadier-General Stone, U. S. Army, to Captain Jenkins, U. S. Navy, making enquiry regarding the movement of gunboats.

HQDQS. DEPT. OF THE GULF, NINETEENTH ARMY CORPS,
Port Hudson, July 18, 1863.

CAPTAIN: I have the honor to inform you that I have this afternoon received a dispatch from the major-general commanding, urging that the gunboats *Arizona* and *Winona* be sent down as speedily as practicable.

May I ask to be informed whether these gunboats have already passed down, and if not when they may be expected to go?

Very respectfully, your most obedient servant,

CHAS. P. STONE,
Brigadier-General, in Temporary Command.

Captain THORNTON A. JENKINS, U. S. Navy,
Commanding Fleet near Port Hudson.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Master Jordan, U. S. Navy, commanding U. S. S. *Hollyhock*.

U. S. FLAG-STEAMER TENNESSEE,
Off New Orleans, July 18, 1863.

SIR: As soon as the vessel under your command is ready you will proceed to Berwick Bay, and you will report to Acting Volunteer Lieutenant Commanding Wiggin and cooperate with the United States forces in that bay as directed by that officer.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Acting-Master M. JORDAN,
Commanding Hollyhock.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Volunteer Lieutenant Wiggin, U. S. Navy, commanding U. S. S. *Estrella*, to try and regain possession of Brashear City.

U. S. FLAG-STEAMER TENNESSEE,
Off New Orleans, July 18, 1863.

SIR: You will proceed with the vessel under your command, the *Estrella*, to Berwick Bay, to try and regain possession of Brashear City and prevent the enemy from crossing over into the Teche country. You will act cautiously in your approach, as the enemy will no doubt have batteries at different points in the river and bayous. Shell them, but do not approach the shore near enough to be attacked by their musketry until the army arrives, which will be the moment you have a force of three boats. I propose to send the *Hollyhock* and *Arizona* as soon as they are ready.

I will also probably send in the bay below, the *Calhoun*, for you to fall back upon in case of accident. Be cautious in approaching the *Sachem*, as she may have been captured by the enemy.

D. G. FARRAGUT,
Rear-Admiral.

Acting Volunteer Lieutenant GEO. WIGGIN.

Report of Lieutenant-Colonel Peck, U. S. Army, regarding the occupation of Brashear City.

BRASHEAR CITY, *July 25, 1863.*

SIR: I have the honor to report that I arrived at this post this morning at 10 o'clock. Captain Wiggin, of the Navy, reached here on the 22d without opposition. The enemy were compelled to leave behind 9 pieces of heavy artillery; they burned the carriages, but the guns are not materially injured. The ruins of 52 railroad cars and two engines lie upon the track. I shall commence removing the débris and relaying the track to-morrow morning.

The docks and landings are undisturbed; no buildings of consequence are destroyed. The defensive works, nearly completed, are of the strongest character. I find some 200 head of beef cattle and a small quantity of other supplies.

I am, sir, your obedient servant,

FRANK H. PECK,
Lieutenant-Colonel, Commanding Detachment.

Lieutenant-Colonel IRWIN.

Report of Acting Volunteer Lieutenant Crocker, U. S. Navy, regarding a reconnoissance in the Atchafalaya River and engagement with the enemy in Bayou Teche.

U. S. S. CLIFTON,
Off Brashear City, July 28, 1863.

SIR: I have the honor to report that, on the afternoon of my arrival I made a reconnoissance up the Atchafalaya to the mouth of the Teche with all the naval forces here, and then with the *Clifton* alone up Bayou Teche to the obstructions just below Camp Bisland, where I encountered Sibley's brigade, or a portion of it, with Haldeman's battery of six pieces, all of whom I drove into the works at that place and then shelled them out again, causing them to retreat rapidly beyond the range of my guns.

I found the original obstructions newly repaired by a sunken schooner, and was unable to pursue the enemy beyond.

Returning, the *Clifton* and *Estrella* ran into Grand Lake to look for rebel steamers reported there, when the *Estrella* ran aground and was obliged to lay till morning, when she floated and returned to this place.

The rebel army, about 8,000 strong, are now mostly posted between Franklin and New Iberia, and it was their rear guard that I engaged.

Deserters report that the rebel ironclad steamer *Hart* was nearly raised when they received news of the arrival of our gunboats, upon which it was immediately sunk again and now lies under water.

Very respectfully, your obedient servant,

FREDERICK CROCKER,
Acting Volunteer Lieutenant, Commanding.

Commodore HENRY W. MORRIS,
Senior Officer Present, off New Orleans, La.

Abstract log of the U. S. S. *Estrella*.

July 13, 1863.—Off New Orleans, La. At 11 a. m. weighed anchor and hauled alongside the wharf, alongside the *Calhoun*. Lieutenant-Commander A. P. Cooke was relieved and Acting Volunteer Lieutenant George Wiggin assumed command.

July 23.—From 8 to meridian: Steaming up the Atchafalaya River. At 9 a. m. went to quarters ready for action. At 10:15 anchored off Brashear City, where we found the *Sachem* at anchor.

July 24.—At 5 a. m. weighed anchor and steamed up Bayou Shafer [Chaver] on a reconnoissance. Found a deserted fortification, Fort Chêne, at the junction of Bayou Shafer [Chaver] and Bayou Chêne, containing 5 guns; 3 24-pounders, 2 32-pounders; 5 carriages destroyed, guns spiked. At 7 steamed back toward Brashear City, Mossy Point Battery. From 8 a. m. to 12 meridian: Steamed down Bayou Chêne and found a fortification deserted—Young's Fort—with 2 24-pounders spiked, carriages destroyed. Steamed up the Atchafalaya River toward Grand Lake, the *Sachem* proceeding in the direction of the Teche. At 11 the *Hancock* arrived from below. At 11:30 went to the wharf; the *Sachem* arrived at meridian and anchored off the city. At 2 p. m. six Confederates from Semmes' battery came alongside and rendered themselves up as prisoners of war, and were paroled. At 10:45 p. m. a fire broke out on Brashear City side of the bay, which resulted in destruction of an ice house.

July 27.—From 4 to 8 a.m.: An intelligent contraband from up the Teche informed us that the enemy had a force of about 350 men and six pieces of artillery at Camp Bisland, on the Teche. At meridian received a detachment of the Thirteenth Connecticut on board (20 in all), and in company with the *Clifton*, *Hollyhock*, and *Sachem* steamed up to the mouth of the Teche. Saw a number of cavalry and fired 3 shells at them. Receiving intelligence that three boats had steamed through to Grand Lake an hour before we came up, steamed through Little Atchafalaya in chase, but could see nothing of them. At 3:55 stood down the lake and sighted the *Clifton* on her return to Brashear City. At 5:45 p. m. got aground. At 6:50 *Clifton* left for Brashear City, taking part of the soldiers with her. 8 to midnight: Aground in Grand Lake.

July 28.—At 5 a. m. hove in on the kedge and backed offshore; sent an armed boat up American Bayou on a reconnoissance. At 6:30 boat returned, and at 7:30 arrived at Brashear City, where we found the balance of the fleet. At 5 p. m. entered Grand Lake, the *Sachem* astern. At 6:20 anchored off Bayou Sorrel.

July 29.—At 9 a. m. steamed down American Bayou and sent an armed boat ashore in charge of Master's Mate Wetmore; the *Sachem* went down at 11:15. At 11:30 armed boat returned with a set of signal lamps and 5 globe lamps, which were found secreted in the house of a well-known rebel named Todd. The steamer *Hollyhock* came in sight at this time and returned. Expended 1 shell and 1 round of canister for rifle.

July 30.—At 8:45 a. m. got underway and steamed down the lake, and at 10 arrived and anchored off Brashear City.

August 3.—At 10 a. m. abreast Timbalier light-house, bearing north, distant 8 miles. At 11:15 acting second assistant engineer in charge reported but two hours coal in the bunkers. Commenced cutting up wheel buckets, old and new, for fuel. At 5:50 p. m. received pilot on board and stood for the bar. At 6:10 entered the South West Pass; at 6:35, our fuel being all consumed, the *Hollyhock* took us in tow and at 7 landed us at coal wharf.

August 5.—From meridian to 4 p. m. Acting Volunteer Lieutenant Wiggin was detached and Lieutenant-Commander Cooke assumed command of this ship. At 5:20 p. m. made fast to the wharf at Algiers.

Report of Captain Faries, C. S. Army, regarding operations in Bayou La Fourche.

FARIES BATTERY, P. L. A.,
IN THE FIELD, NEAR ASSUMPTION CHURCH,
Bayou La Fourche, La., July 14, 1863.

SIR: I have the honor to report that on Sunday night, the 12th instant, the rifle section of this battery, under First Lieutenant B. F. Winchester, moved forward up the bayou road and at 8:30 o'clock that night reached Kock's lower plantation and reported to Colonel [W. P.] Lane, commanding the force of Texas cavalry in front, on the east bank of the bayou.

At 4:30 a. m. on Monday, the 13th of July, instant, moved forward toward Donaldsonville, and at 5 a. m. opened with shell on the enemy's skirmishers in a grove and thicket at Wilson's, driving them out; again advanced with the cavalry and, shelling Hewitt's sugar house, drove the enemy from that shelter. This section was here under a

very severe fire from four pieces of the enemy on the west, or right bank of Bayou La Fourche. The Confederate line on that side of the bayou had not advanced as rapidly as our line on the east bank, which subjected this section and its support of dismounted cavalry to a fire on their flank from infantry and four field howitzers of the enemy, who were protected by the levee on the opposite bank. This continued until about 9 o'clock a. m., when Lieutenant Garrett, with his section of 6-pounder smoothbore guns, took position to the right of the road, just below Kock's upper sugar house, then occupied by the enemy's infantry. A rapid fire with solid shot and spherical case from the two 6-pounders caused them to abandon this shelter hastily. This section then returned to the bayou road and in front of Hewitt's plantation was fired on from the opposite bank of the bayou. Lieutenant S. R. Garrett immediately returned the fire and drove this force from the shelter of the levee on the right bank.

At 10 o'clock a. m. the left section, two 12-pounder field howitzers, under Lieutenant O. Gaudet, was moved forward, relieving Lieutenant Garrett, the bayou road being the only way of advancing and only two pieces could occupy it at the same time in battery. The howitzers were engaged with the enemy's skirmishers on both banks of the bayou and their artillery on the left bank from 11 o'clock a. m. up to 3 o'clock p. m., firing and moving forward by hand for long distances, the road between the levee and fences making it impracticable to limber up promptly. Defective friction primers prevented the pieces of the right and left sections from firing with their accustomed rapidity. About 3:30 o'clock p. m. we passed the abandoned camp of the —th Kentucky Federal Regiment; a short distance above, halted for some time, the enemy on both sides of the Bayou La Fourche having been driven to the Mississippi River, under the guns of several gunboats and Fort Butler, on the west bank of the bayou.

About 5 o'clock p. m. received orders to retire and moved down the bayou to Assumption Church, where the guns were parked for the night. The conduct of the officers and men of the three sections was most creditable.

The rifle section fired 75 time-fuze shell and 1 solid shot. Casualties, 1 man slightly wounded.

The howitzer section fired 28 shell and spherical case. Casualties, 1 man slightly wounded.

The center section fired 53 spherical case and 10 solid shot. No casualties; 1 horse killed.

Total casualties, 2 men slightly wounded.

I am, very respectfully, your obedient servant,

T. A. FARIES,

Captain, Commanding Battery.

Captain H. F. WADE, JR.,

Chief of Artillery, Major's Brigade, Texas Cavalry.

Report of Commodore Bell, U. S. Navy, transmitting information regarding affairs in Tampico, Mexico.

U. S. STEAM SLOOP BROOKLYN,

Off Galveston, July 11, 1863.

ADMIRAL: Agreeably to your order of June 20, I dispatched the *Sciota*, Lieutenant-Commander E. W. Henry, on the 26th June to

communicate with the U. S. consul at Tampico. Lieutenant-Commander Henry, having performed that service, returned to this anchorage to-day, and I have the honor to enclose herewith his report (marked "No. 1") of his visit to Tampico and his cruise along the coast; also a letter (No. 2) from Franklin Chase, U. S. consul at Tampico, to Lieutenant-Commander Henry, and a copy of the instructions (No. 3) to Lieutenant-Commander Henry to visit that consulate.

I am sorry to inform you that Lieutenant F. O. Davenport's left arm was amputated to-day. This, in connection with the severe wound in the kneejoint and the injurious effect upon the invalid from the incessant rolling motions of the vessel on blockade, induces me to order the *Sciota* to land Lieutenant Davenport in hospital at New Orleans.

The *Sciota* has been constantly on this blockade since January 7 without going into port. Her engines want overhauling, and after the needful repairs shall have been put upon them, I respectfully request she may be sent back to this station. Until another vessel is sent to take her place, I shall not be able to spare one for service off the Rio Grande.

Very respectfully, your obedient servant,

H. H. BELL,
Commodore.

Rear-Admiral D. G. FARRAGUT,
Comdg. West Gulf Blockdg. Squadron, New Orleans, La.

[Enclosure.]

U. S. GUNBOAT SCIOTA,
Off Galveston, July 11, 1863.

SIR: In obedience to your order, I have the honor to report that I arrived at Tampico on the morning of the 2d of July. I immediately communicated with the American consul, and obtained from him the following information:

From the 28th of April until the 10th of May, four secession vessels had arrived, three of which departed under the British flag obtained from her Majesty's consul, but the other made no change in her nationality as far as he could ascertain. Their respective cargoes inward amounted to 360 bales of cotton, all of which was sold there and immediately shipped to England. They departed in ballast for the coast of Texas. Their names were *Pontchartrain* (three masts), *Joseph Buckhart*, *Cecilia*, and *Lena*.

The American brig *Indus*, of New York, and the schooner *Eugenie*, of New Orleans, were taken possession of and sold by the Mexican authorities without judicial investigation. The case has been referred to the American minister at Mexico, and an order was given by the Mexican Government to the authorities there to restore them at once to their owners, but before that order reached there the vessels had been sold and sent to sea. I beg leave to enclose the consul's letter regarding the affair.

There was a joint French and Mexican expedition to arrive there in a short time to recapture the city.

I told the consul I would remain two or three days, but after that time I must proceed on my cruise, as my coal was getting short. I waited until the evening of the 4th instant and then started for the Rio Grande, where I arrived at noon of the 6th. I found forty-five

vessels in the roadstead, a great many of them loading with cotton. On the afternoon of the 6th I stood out to sea, and when about 10 or 11 miles from land boarded the Hanoverian brigatine *Hamanez*, from Liverpool, bound to Matamoras. I kept under low steam all night and ran in in the morning to the Brazos Santiago. I anchored near the mouth of the pass; no vessels of any kind were in sight. I remained there until Tuesday, the 7th, when, at 10 a. m., I got underway and proceeded slowly up the coast. On Wednesday I made two small vessels (schooners), both of which, upon seeing this vessel, ran ashore, where we boarded and burned them, there being no possible chance of saving either. Their cargoes consisted of about 60 bales of cotton. On Thursday, while passing Corpus Christi, we discovered two vessels at anchor behind Mustang Island, apparently loaded with cotton and awaiting an opportunity to escape the blockade. I fired my rifle 20-pounder at them, when both got underway and stood up the bay about 6 miles, where they grounded. I at once sent an expedition, in charge of Lieutenant Davenport, across the island to capture them if possible, and if they could not be saved, destroy them by fire, which was done after an unsuccessful attempt was made to float them. The expedition proved successful and reflects credit upon those composing it. I regret having to add that whilst returning, Lieutenant Davenport accidentally shot himself with a rifle, the ball passing through his right leg a little below the knee and his left arm above the elbow.

On Thursday p. m., while passing Aransas Pass, we discovered a battery of two guns, one of which was a small rifle. I exchanged six shots with it, when I continued my course. I saw nothing at Pass Cavallo or Velasco. At San Luis Pass there were four vessels inside awaiting a fair wind to escape, one of which was a three-masted schooner.

I am, very respectfully, your obedient servant,

E. W. HENRY,
Lieutenant-Commander.

Commodore H. H. BELL,
Commanding U. S. Naval Forces off Galveston, Tex.

[Subenclosure.]

U. S. CONSULATE,
Tampico, July 4, 1863.

SIR: In reply to your letters dated, respectively, 3d and 4th instant, in explanation of the impracticability of detaining the *Sciota* any longer on this coast, I have to state that your remarks are too obvious to admit the least opposition to your plans for leaving your anchorage to-night, though the presence of your ship would afford us perfect security on the arrival of the invading forces which in a short time may recapture this city under the authority of the Emperor of France. Should you have a speedy passage to Galveston, and have an opportunity to communicate promptly with the commodore, he will doubtless either authorize you or some other naval commander to repair to this port to watch the movements of the forces above mentioned, and to give protection to the lives and interests of our countrymen residing in this district.

As regards the vessels, they were seized by General Juan Jose de la Garza, then military chief of the forces of Tamaulipas, [Mexico], under the following circumstances, viz:

The American brig *Indus*, Captain Anderson, of New York, cleared from this consulate on the 16th December, 1862, for Tabasco, but a deficiency of water on the bar detained her here in the river until the 14th January, 1863, when she was embargoed by C. Maudet, the naval commander then occupying the bar of this port. A cargo of wines and provisions was put on board the *Indus*, but nothing of contraband of war. On the 21st January the French commander retired with his forces from the bar, leaving the *Indus* inside without protection. On the following day the Mexican forces ordered her to the moorings off this city, where she was detained until the 2d March, when the captain of the port, with military aid, took forcible possession of her, summarily ejected the master and crew, and on the day next following she was sold at public auction without judicial investigation, and in manifest violation of the 25th article of the existing treaty between Mexico and the United States.

Through my protests and representations of the case, our minister at the city of Mexico obtained an order from the Mexican Government to the authorities here to restore the vessel at once to her owner, but before that order reached here the vessel had been sold and sent to sea.

A small schooner called the *Eugenia*, belonging to New Orleans, was also seized and sold under similar circumstances.

I have the honor to be, sir, with great respect, your most obedient servant,

FRANKLIN CHASE.

Lieutenant-Commander E. W. HENRY,
Commanding U. S. Gunboat Sciota, off Tampico.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Cooke, U. S. Navy, commanding, U. S. S. Estrella, to answer charges before a court-martial.

NEW ORLEANS, July 12, 1863.

SIR: Upon being relieved by Acting Volunteer Lieutenant George Wiggin, you will consider yourself detached from the command of the U. S. S. *Estrella*, and you will await your trial* by court-martial on charges, a copy of which will be sent you.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Lieutenant-Commander A. P. COOKE,
Commanding U. S. S. Estrella.

Report of Captain Jenkins, U. S. Navy, regarding the movement of ordnance and bomb vessels to Baton Rouge.

U. S. S. RICHMOND,
Port Hudson, July 13, 1863.

ADMIRAL: In the absence of instructions from you I have deemed it advisable to get the ordnance and bomb vessels down to Baton

* For acquittal and restoration to duty see p. 428.

Rouge, to enable them to get such of their fitment as they left there on board and be in readiness to move as you may hereafter direct.

I have sent the coal vessel to Baton Rouge and requested the assistant quartermaster there to have her towed to New Orleans when it can be conveniently and prudently done.

As soon as the last of the bomb vessels go down, and in the absence of the *Genesee*, I shall be here with the tug *Ida* alone.

I am, very respectfully,

THORNTON A. JENKINS,
Captain.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Bell, U. S. Navy, regarding general affairs.

FLAG-STEAMER TENNESSEE,
New Orleans, July 13, 1863.

DEAR COMMODORE: I am happy at last in being able to give you "glad tidings of great joy." Everything appears propitious to the Union arms.

Vicksburg has surrendered with 27,000 prisoners, and Port Hudson with 6,000.

At Vicksburg we took 128 pieces of field artillery and 80 siege guns, and the moment the surrender was talked up General Grant marched Sherman, with his force, off after Johnston, and he is now after him with a sharp stick.

Rosecrans is pursuing Bragg and has driven him entirely out of Tennessee, and is now cutting the bridges ahead of him, so as to prevent his escape, and I have no doubt but that when he brings him to a stand he will defeat him; and I also think that Sherman will defeat Johnston when he falls in with him.

General Meade has defeated the rebel raid at Gettysburg, Pa.

The battle appears to have been a very hard-fought one, in which we lost many generals, including General [John F.] Reynolds, besides a great number of other officers. In the first day's fight, although it was a drawn one, we captured General Archer and staff and 6,000 men.

It is said (I do not know how true) that in the first day's fight we had but 22,000 opposed to 50,000, which made the loss on our side so terrific.

General Dix is reported as marching upon Richmond.

At Vicksburg we took 60,000 stand of arms in good condition packed in boxes. I will send you a paper if one can be procured. Should Johnston be defeated and his army dispersed by Sherman, I do not see anything to prevent his immediate march upon Mobile. He has occupied Jackson, Miss., now, and Johnston is retreating before him.

I have received your letter in which you speak of the industry of the rebels (Texans) on their batteries. They have been defeated here in every encounter, and now they will get out of the country as fast as possible.

As to Galveston, I hope soon to give you a force there that will walk into it without opposition, and I agree with you in "that now is the time;" but the Government thinks differently. Indeed, there is so much doing now that perhaps it is unjust to expect more.

I shall soon turn over the river to Porter and then make a short trip North; perhaps return and wind up the concern, unless the good people at home have some one else to whom they want to give a chance, and God knows I would not deprive him of it.

Wishing you every success and a healthy season, I remain, very truly, your friend.

D. G. FARRAGUT,
Rear-Admiral.

Commodore H. H. BELL,
Commanding Naval Officer off Texas Coast.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Master Chase, U. S. Navy, commanding U. S. S. Antona, to proceed to blockade duty on Texas coast.

FLAG-STEAMER TENNESSEE,
New Orleans, July 13, 1863.

SIR: You will, so soon as the U. S. S. *Antona* is ready for sea, proceed down the coast of Texas and report to Commodore H. H. Bell, commanding the United States naval forces on that coast. You will inform Commodore Bell that you are intended to cruise along the coast for the purpose of picking up vessels intending to run the blockade.

You will, as rarely as possible, hoist any but English colors, only when it is necessary to fire a shot or make yourself known to men-of-war vessels. You will capture all vessels of suspicious character coming on or going off the coast of Texas and send them into this port for adjudication. You will be very particular in your examinations of the vessels, as well for their benefit as for that of the United States.

You have the list of vessels bound out to Matamoras and the coast; look to them all, and to Brazos Santiago in particular.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Acting Master CHARLES T. CHASE,
Commanding U. S. S. Antona.

Instructions from Lieutenant-Commander Adams, U. S. Navy, to Acting Master Hamilton, U. S. Navy, regarding an expedition for the capture of two armed boats of the enemy at Pascagoula.

U. S. SHIP VINCENNES,
Ship Island, July 13, 1863.

SIR: You will take charge of the schooner *Emma* with a crew of 32 men. You will disguise the schooner in the best way you can to make her resemble one of the Pensacola traders as much as possible. Take barrels and fill them with sand and grass and place them around the vessel to hide your men and to protect them from rifle shots. Let three or four of the crew dress as the crews of the traders dress. Take a small skiff with you. Each man will be armed with a rifle, a cutlass, and a pistol, with 40 rounds of ball cartridge. Take provision for at least two days. Having made all your preparations, you will

get underway after dark this evening and run up the [Mississippi] Sound to Round Island and run the schooner ashore on the spit. At daylight the men disguised will be set to work to get the schooner off, the others lying hid on deck. It is hoped that this will decoy the people in the two armed boats of the enemy at Pascagoula. If they come out, let the skiff pull for Horn Island as if trying to escape, and the man dressed as one of the crew that is left must wave and call to the men in the skiff as though he were in great distress.

When the enemy gets within 100 yards let your crew rise carefully (so as not to be seen by the enemy), take deliberate aim, and fire upon the enemy. Reload if they stop, prepare to receive them with pistols, bayonets, and cutlasses if they keep on. Have your howitzer loaded with canister and good men at it. Should the enemy not attack you, you will remain in the vicinity of Round Island until evening and then return to this anchorage. If they do attack you and you are successful, return to this ship as soon as the fight is over. You must not go within long cannon range of the north shore. The *Clifton* will be down near you in the afternoon.

Very respectfully, your obedient servant,

H. A. ADAMS, Jr.,

Lieutenant-Commander, Commanding U. S. Ship Vincennes.

Acting Master J. R. HAMILTON,

U. S. Ship Vincennes.

Order of Lieutenant-Commander Adams, U. S. Navy, to Acting Master D'Oyley, U. S. Navy, for a detail of men for the expedition to Pascagoula.

U. S. SHIP VINCENNES,
Ship Island, July 13, 1863.

SIR: You will please detail 12 men of your crew, to go on an expedition up the [Mississippi] Sound, for the purpose of capturing some boats of the enemy. The men must be armed with rifles, cutlasses, and pistols or revolvers. They will require provisions for two days. Send them alongside of this ship at 5:30 p. m. this evening. They will go up the sound in the schooner *Emma*, so no boat will be required.

Very respectfully, your obedient servant,

H. A. ADAMS, Jr.,

Lieutenant-Commander and Senior Officer.

Acting Master N. D'OYLEY,

Commanding U. S. S. Jackson.

Report of Lieutenant-Commander Johnson, U. S. Navy, commanding U. S. S. Katahdin, regarding the capture of the schooner Excelsior.

U. S. GUNBOAT KATAHDIN,
Off Galveston, Tex., July 13, 1863.

SIR: I have the honor to report that, while cruising off San Luis Pass, I this day boarded and took possession of a schooner with an English flag flying at her peak. She had no name visible nor could we discover any papers. With the exception of 2 bales of cotton, she

had no cargo. She was about 4 miles south from San Luis Pass at the time we boarded her, and the person who represented himself as her master said that she was the schooner *Excelsior*, of 78 tons burden, owned by a British subject, now residing in Galveston. That she was just out of San Luis Pass, and bound to Brazos River. She had a crew of 7 men, including the master. I shall send the schooner in charge of an officer to New Orleans for adjudication.

I have the honor to be, very respectfully, your obedient servant,

P. C. JOHNSON,
Lieutenant-Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

*Abstract log of the U. S. S. Antona, Acting Master Charles T. Chase,
U. S. Navy, commanding.*

July 14, 1863.—From midnight to 4 a. m.: Steaming down the river (Mississippi). At 3:45 a. m. saw a light ahead on port bow; heard one whistle and answered it to go to the right, keeping steady on our course, being nearly in the middle of the river. When within three or four lengths' distance of the approaching steamer she put her helm hard a starboard, coming directly across our forefoot. Pilot ordered engine stopped, of this steamer, and backed, but it could not be done in season to avoid collision. We struck her about the fore rigging, cutting her below the water's edge. It proved to be the U. S. gunboat *Sciota*. Captain Chase immediately ordered the first cutter to render assistance. The *Sciota* steamed into the bank and sank in 12 feet of water. No damage done to this vessel.

July 16.—Steaming along in 10 fathoms (Gulf of Mexico). At 10:30 a. m. saw a sail to the N. N. W., from masthead. Shortly after the sail proved to be a schooner standing to the eastward. At 10:30 came up with and spoke her. At 11:20 all hands at quarters. She proved to be the schooner *Cecelia D.*, flying English colors, said to be bound from Matamoras to New Orleans. Acting Ensign J. F. Chase was sent on board to examine her papers, which were irregular. He brought them, with the captain, on board. At 2 p. m. Acting Ensign James F. Perkins was ordered on board the schooner as prize master, to proceed to New Orleans, with three men as prize crew.

Report of Commander Rolando, U. S. Navy, commanding U. S. S. Seminole, regarding the landing at Port Royal, S. C., of prisoners captured in the steamer Charleston.

U. S. S. SEMINOLE,
Port Royal, July 14, 1863.

SIR: I have the honor to report my arrival at this port, touching here for coal and to land 23 prisoners taken in the Confederate steamer *Charleston*, captured by this ship on the 11th of this month.

The prisoners were a serious interference to the efficiency of the ship and the comfort of the crew. Coaling is a necessity, as I found so much to chase on the route that we consumed a very large portion of the coal on board.

The ship carries only nine days' coal when full. With every prospect of falling short of coal before reaching Key West, from the necessarily large expenditure of coal, I deemed it my duty to put into Port Royal for a supply; and I believe touching at Key West would involve a quarantine at New Orleans, which is another consideration with me.

I herewith enclose to you a correct list of the officers, crew, and marine guard attached to this ship at the time of the capture of the Confederate steamer *Charleston*

* * * * *

First Assistant Engineer J. F. Peck has tendered his resignation by this mail. I would request that if the Department accept Mr. Peck's resignation some competent engineer be ordered to the *Seminole* before he is allowed to leave, as of all the engineers on board he is the most competent and only experienced one.

Very respectfully, your obedient servant,

H. ROLANDO,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Bigelow, U. S. Navy, to assume command of the U. S. S. Calhoun.

FLAG-STEAMER TENNESSEE,
New Orleans, July 14, 1863.

SIR: Upon the receipt of this you will report yourself for the command of the U. S. S. *Calhoun*, now lying at New Orleans.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Lieutenant-Commander G. A. BIGELOW,
Commanding U. S. S. Calhoun.

Report of Lieutenant-Commander Madigan, U. S. Navy, forwarding prize list of the U. S. S. Owasco.

U. S. GUNBOAT OWASCO,
Off Sabine Pass, July 14, 1863.

SIR: I have the honor of transmitting to the Department the prize list of the crew and officers of the U. S. S. *Owasco*, entitled to share in the joint capture of 6 bales of cotton by the *Cayuga* and *Owasco* from the sloop *Active*, in attempting to run to sea from Sabine Pass on Sunday, 21st of June, ultimo. Also to share in the capture of the sloop *Blue Bell*, on the 2d instant, by the *Cayuga*, said sloop having a cargo of 17½ barrels sugar and 3½ barrels molasses. I have forwarded the cotton, sugar, and molasses to the prize commissioners at Key West.

I have the honor to be, your obedient servant,

JOHN MADIGAN, Jr.,
Lieutenant-Commander, Commanding U. S. S. Owasco.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Henry, U. S. Navy, commanding U. S. S. Sciota, regarding repairs to that vessel.

FLAGSHIP TENNESSEE,
New Orleans, July 15, 1863.

SIR: I have directed Mr. Scott to go down with his pumping apparatus, etc., and to stop the leak and get your vessel upon her feet once more, when you will bring her up to New Orleans. If it is necessary to detain the *Albatross* to assist in bringing her up, do so, but not unless it is absolutely necessary, as she is much wanted here.

Tell the *Antona* to proceed on her way, and that I hope this is the last time I shall hear of his accidents.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Lieutenant-Commander E. W. HENRY,
Commanding *Sciota*.

Letter from Rear-Admiral Farragut, U. S. Navy, to Captain Jenkins, U. S. Navy, referring to the news from the North, and other matters.

FLAGSHIP TENNESSEE,
New Orleans, July 15, 1863.

DEAR CAPTAIN: The news is glorious to-day from the North. Meade appears to have come up and gone a little beyond your expectations. He is the only man who has been able to bring his forces into action, and always had his reinforcements up in the right time. Doubleday paid him a handsome compliment when his officers wished him to send to Meade for reinforcements. He replied: "I will trust Meade for reinforcements at the right time." It was a fierce battle, and the most decisive one fought by us. I think that unless we suffer some great reverse, we will soon bring this war to an end.

I wrote you in my last to send down the mortar boats and the assistant surgeons at Port Hudson; we are in want of them here. All the gunboats broke down at sight of New Orleans. I got the *Antona* off yesterday, and she ran into the *Sciota* about 8 miles this side Quarantine and sunk her. So we go. I can not get but the *Sachem* off for Brashear City. The *Estrella* will not be ready before Saturday. The *Arizona* shall go the moment she arrives.

General Banks is writing to me as if we were delaying him from capturing the Texans. He had better make the attack and find out that he can drive them, for it is reported here that he had a brush with them, and that he drove General Dudley and captured three pieces of his artillery. I hope it is not true. It is always well to know that you can do what you attempt. The boats with all the delay will be there before the army. If you have anyone to try by court-martial, send him along at once. We are getting along well, and I will depart so soon as I approve the sentences. I will take a look at the stations.

I send you all the papers I can get and some letters.

Very truly, yours,

D. G. FARRAGUT,
Rear-Admiral.

Captain T. A. JENKINS,
Commanding off Port Hudson.

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Jenkins, U. S. Navy, for the return of the U. S. S. Winona to New Orleans.

U. S. FLAG-STEAMER TENNESSEE,
Off New Orleans, July 15, 1863.

SIR: You will send the *Winona* back as soon as possible, with whatever dispatches you may have to send, and such persons as are required to appear before the general court-martial now in session here.

Direct her to speak all men-of-war vessels she may pass, and take their mails, touching at Baton Rouge and Donaldsonville, and to bring the assistant surgeons heretofore ordered back here.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Captain THORNTON A. JENKINS,
Commanding Naval Forces, Port Hudson.

Letter from Rear-Admiral Farragut, U. S. Navy, to Acting Rear-Admiral Porter, U. S. Navy, regarding the transfer of the command of the Mississippi River.

FLAG-STEAMER TENNESSEE,
New Orleans, July 15, 1863.

DEAR ADMIRAL: Yours of the 8th instant was received. I was sure you would have come down, as I would have gone up the river if the interest of the country had demanded, and I feel equally certain that neither of us would have met the other with any but the best feeling and honest determination to do our duty to the country and the Navy. But we happened to be equal to our duty on the water and we had to await the work of the soldiers, which, thank God, has terminated so gloriously, but the last news is the best of all, for until that army of Lee's was broken we had no hope of peace. It is to be hoped that after all we have fallen on the right man in Meade. He is the first one who has brought all his forces into the field, and so opportunely against his adversary. I hope this is the closing fight, although I expect that Sherman has by this time got Johnston in a tight place. I feel that the time has now arrived contemplated by the honorable Secretary of the Navy, when I should turn over the Mississippi River to you down to New Orleans, and then pay my attention to the blockade of the Gulf, and at the same time offers me a short leave to make a visit North prior to the work he expects of me in the fall. I suppose some work to be done by the vessels yet to be sent to me, Galveston and Mobile perhaps, and that will finish my work; or, perhaps they may give some other person a chance. God knows I have had chances enough to have my head broken, and am ready to yield my place to any ambitious officer who desires it.

It is curious that Texans should have attacked the forts above Helena and at Donaldsonville at the same time. They are making a stand against Banks now below Donaldsonville, but I think he will overcome them. I will soon have a boat or two round in Berwick

Bay to cut off their retreat in case they retreat. Hoping that this war will soon end in the right way,

I remain, very truly, your friend,

D. G. FARRAGUT,
Rear-Admiral.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Fleet.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Rear-Admiral Porter, U. S. Navy, transferring to the latter the command of the Mississippi River.

U. S. FLAG-STEAMER TENNESSEE,
Off New Orleans, July 15, 1863.

ADMIRAL: The time has arrived when the honorable Secretary of the Navy thinks I should turn over the surveillance of the Mississippi River down to New Orleans to yourself, while I turn my more particular attention to the outside work, blockading, etc.

You will please, therefore, to consider the work as turned over to you. I shall continue to keep my vessels in the vicinity of the army, or wherever their services may be required, until your vessels arrive to take their places.

The only places now occupied by vessels of my squadron are Port Hudson, Donaldsonville, and the *Monongahela* and *Essex* keeping a patrol in the vicinity of the rebel army below Donaldsonville. The *Essex* belongs to your squadron, but as she was left below Vicksburg last July she was turned over by the Department to my command.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Flotilla.

Letter from Acting Rear-Admiral Porter, U. S. Navy, to Rear-Admiral Farragut, U. S. Navy, referring to a joint attack upon Yazoo City and matters pertaining to his command.

FLAGSHIP BLACK HAWK,
Off Vicksburg, July 16, 1863.

DEAR ADMIRAL: Yours of July 9, has been received by the *Genesee*. I should have been down to see you before this, but you know what it is, by this time. Notwithstanding Vicksburg is taken, you will be surprised to hear that I have not one ironclad to spare. I have four sunken ones, within stone's throw of me—the *Indianola*, *Cincinnati*, *Cairo*, and *De Kalb*. The latter was blown up four days ago by a torpedo, and I fear is a total wreck. When Sherman brought Johnston to a stand at Jackson, and surrounded him in the city, there was but one thing for Johnston to do, and that was to cut his way out and escape by the way of Yazoo City and the transports he had assembled there. He consequently had it strongly fortified, and the finest steamers on the river already there for the purpose of embarking.

General Grant and I started an expedition up there and the *De Kalb* attacked the batteries, while the soldiers landed. The rebels fled, leaving everything in our hands. They set fire, unfortunately to four splendid steamers, and burned them up, and we only captured

one, a semigunboat. While the *De Kalb* was moving up slowly, she ran on a torpedo, which blew her bow right out of her, and down she went. Nobody killed or drowned, thank heaven! We captured 6 heavy guns from the enemy, and lost 13 by the sinking of the *De Kalb*—rather a losing business, but the loss is only temporary. We are getting the guns out, and may save the hull. The *Lafayette* came up here with her keel burned in two, and her bottom burned half through. I am trying to fix her up; she will do for a scarecrow, though they will be afraid to fire her heavy guns. The *Tuscomb* has never been repaired since the Grand Gulf affair, where she got a pretty good hammering, and I have to keep her lying still at an exposed point. The *Mound City* has sprung a leak in her boilers, and can not make a fire.

So I only have the *Carondelet*, *Choctaw*, *Benton*, and *Louisville* that can move. They are stationed at points where the rebels have heavy batteries, and the *Choctaw* and *Pittsburg* are stationed at the mouth of Red River.

These things I now have are nothing but old rattletraps Davis left here, and it is as much as the commanders can do to keep them afloat. I have to depend on the tinclads to keep the river clear above us, and they have a hard time of it. Still, they whip the light batteries the rebels put up, have killed a good many men, and the rebels are gradually getting tired of it. They have never captured or materially hurt a transport yet, and they think it won't pay to be shot at for nothing.

I have sent an expedition up the Red River and the Tensas. If no accident happens to them, I will send them below as soon as they return, and send off the *Lafayette* as soon as I get her keel repaired. I have two nice ironclad "turreted monsters" coming down. They started three months ago, and after returning now and then to the machine shops and contractors, have concluded to stay there for the rest of the season.

The Tennessee and Cumberland rivers have fifteen gunboats to guard them, and until Rosecrans does something I can hope to use none of those vessels.

I have heard nothing yet from the Department about extending my command, but am waiting here for orders. When I get them I will come down at once. I do not know that I can do anything unless you leave me all the small vessels until I can get others. They should send out here a goodly number from the North. I expect, though, they have their hands full looking out for Semmes. I hope General Banks will remove all the guns from Port Hudson or the rebels will get in there again. If Johnston escapes from Sherman and gets down that way, he will try it. The plan of the enemy is to have flying batteries all along the river and annoy us in that way. They have already planted one 25 miles below here, one at Rodney, and are going to put another at Ellis Cliffs. We shall be kept busy chasing them up.

As soon as I can get hold of Ellet's brigade, which is now up the river, I will send it down. It consists of a small force, but can land, and perhaps capture the guns.

Hoping to see you soon, and congratulating you on the capture of Port Hudson,

I remain, respectfully and truly yours,

DAVID D. PORTER,
Acting Rear-Admiral.

Rear-Admiral DAVID G. FARRAGUT.

Report of Captain Emmons, U. S. Navy, referring to an engagement in the rear of Donaldsonville.

U. S. S. MONONGAHELA,
Donaldsonville, July 16, 1863.

ADMIRAL: I have the honor to report that I have made a careful reconnoissance of the Mississippi River between here and Port Hudson, and have discovered no hostile demonstrations.

The accompanying report of Commander Woolsey, of the *Princess Royal*, will speak of the river below. You will probably learn through General Banks of the result of the firing in the rear of this place alluded to in a previous letter, in which a division under Colonel Morgan was somewhat worsted, I believe, by the enemy; our loss, 2 guns and about 175 killed and wounded. I send down witnesses to the general court-martial, agreeable to your order, and an acting assistant surgeon, steward, and three wounded men, picked up on shore and belonging to the U. S. gunboat *New London*.

I have arranged for the *Ida* to bring down a small supply of soft coal from Baton Rouge for the *Essex* at the same time that she tows down an empty coal vessel and one of the mortar schooners.

As there is but little coal left in Baton Rouge, it is important that we soon get supplies from above.

I am, very respectfully, your obedient servant,
GEO. F. EMMONS, *Captain.*

Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron, New Orleans.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Volunteer Lieutenant Hooper, U. S. Navy, commanding U. S. schooner Rachel Seaman.

FLAG-STEAMER TENNESSEE,
Off New Orleans, July 16, 1863.

SIR: You will proceed to New York with your vessel, and on your arrival report to the commandant of the station for repairs, and in writing to the honorable Secretary of the Navy that I have sent you home for that purpose.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Acting Volunteer Lieutenant Q. A. HOOPER,
Commanding U. S. schooner Rachel Seaman.

Report of Rear-Admiral Farragut, U. S. Navy, regarding the use of the U. S. S. Tennessee as a flagship.

No. 122.]

FLAG-STEAMER TENNESSEE,
New Orleans, July 16, 1863.

SIR: Finding my presence frequently necessary in different points of my command, and the necessity of keeping the flagship, when it is one of the largest vessels of war and indispensable at another point, I deemed it most to the interest of the service to take as a temporary flagship the prize steamer *Tennessee*, formerly a passenger steamer to Vera Cruz. She has abundant room for all the staff, and it will enable me to run around my station without putting the commanders of other

vessels to inconvenience. There is no vessel except the *Colorado* that could accommodate myself and staff without great inconvenience to the commander and other officers.

By the leave granted to Captain Alden I was compelled to deprive myself of my captain of the fleet, Captain Jenkins, whom I placed in command of the *Richmond*, and the death of Commander Read occurred just as Captain Emmons arrived from Key West, and I placed him in command of the *Monongahela*.

I beg to remind the Department that I am much in want of the officers applied for in my last application. The men's times are expiring daily, and they demand their discharge, which, under the law, I can not refuse.

As to contrabands, it is very difficult to get them. The men disagree with them so much that we are obliged to be very rigid with the sailors in consequence. The contrabands soon desert because of the ill feeling manifested toward them by the sailors.

All of which is respectfully forwarded.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Rear-Admiral Farragut, U. S. Navy, regarding the sinking of the U. S. S. Sciota by the prize steamer Antona.

No. 123.]

FLAG-STEAMER TENNESSEE,
New Orleans, July 16, 1863.

SIR: I regret to inform the Department that in going down the Mississippi River, the *Antona*, prize steamer, now employed by me as a cruiser off the coast of Texas, ran into and sunk the gunboat *Sciota*.

I have now employed the Bell boat wreckers, who expect to get her up in a few days. She lies aground with the water just below the spar deck; she is 68 miles below New Orleans.

The collision occurred at 3 o'clock in the morning, which is the only way of accounting for their permitting her to sink with such rapidity.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Letter from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, approving the operations in the Mississippi River.

NAVY DEPARTMENT, July 17, 1863.

SIR: I have received your No. 117, dated the 30th ultimo, in reference to your operations in the Mississippi and your proposed future operations.

Your views are correct and meet with the approval of the Department.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Comdg. Western Gulf Blockading Squadron, New Orleans.

Letter from Rear-Admiral Farragut, U. S. Navy, to Captain Jenkins, U. S. Navy, informing him of the transfer to Acting Rear-Admiral Porter of the command of the Mississippi River.

FLAG-STEAMER TENNESSEE,
New Orleans, July 17, 1863.

DEAR CAPTAIN: I sent you by the *Winona* a dispatch for Acting Rear-Admiral Porter, which was intended to turn over the river to his surveillance, as directed by the Department, so soon as circumstances would permit, and I think this is the time.

I informed him that I should keep the places now occupied until his vessels arrived to take their places, and when they do you will return, after giving the officers all the information in your power, and report to me or the commanding officer at New Orleans. I send you a copy of the letter.

I am anxious to get through with the courts; they are all that detain me. There are two or three to be tried alone, one on your ship, I believe, and one on one of the mortar boats. Please get them all down as soon as possible.

The *Arizona* has not yet arrived, and I am becoming very uneasy about that. I sent three or four days ago to Berwick Bay. My dependence was on the *Arizona*—was to assist her—but I fear, as Commodore Palmer says, that Upton is not to be trusted out of sight. He appears to have no discretion. A steamer that came from Natchez says she saw her between Natchez and Vicksburg, and the *St. Mary's* says the *Arizona* was down Red River, so I suppose she is on her way down. I now send him a peremptory order to come down to me.

Will you try and procure coal from the upper fleet for the *Essex*, as coal here is \$2 a barrel, which will be \$60 per ton? If it comes down for sale purchase a load.

There is no new arrival from the North. I hope they have Lee, but most people think he will outwit Meade and the whole country. *Vous verrons.*

My whole fleet is in the machine shop and the *Sciota* sunk down at the Quarantine, but I still hope to save her.

Very truly, yours,

D. G. FARRAGUT,
Rear-Admiral.

Captain T. A. JENKINS.

Report of Captain Gillis, U. S. Navy, in reference to the capture of the steamers James Battle and William Bagley, July 17-18, 1863.

U. S. STEAM SLOOP OSSIPEE,
Off Mobile, July 20, 1863.

SIR: I have the honor to inform you of the capture* of two blockade runners—steamers—from Mobile; they escaped close in under the land to eastward of Swash Channel night of 17th-18th instant.

This ship being at anchor off the Swash, *Aroostook* and *Kennebec* at their positions to the eastward, they made signal, "Steamer running

*See Series I, vol. 17, pp. 504-512.

out this pass, standing S. E." We immediately (about 1 o'clock a. m.) got underway and stood in chase. At daylight overhauled and passed the two gunboats, both rebel steamers in sight.

Continuing the chase, a third steamer was discovered ahead, standing for us, after which she changed her course and ran for the chased steamer, which proved to be the *James Battle*, with 600 or more bales of cotton, etc., on board; was taken possession of by the U. S. S. *De Soto*. I told Captain Walker we had chased her from Mobile Bar, and would send to Navy Department our list of officers and crew, claiming our proper proportion of prize money, and directed him to send prize to New Orleans for adjudication (Admiral Farragut's order), there being no district judge at Key West; learned afterwards he sent her to Key West.

The *Ossipee* then stood to the eastward to intercept the steamer I had signalized the *Kennebec* to continue in chase of. At sunset the hull of said steamer was in sight from this vessel. We gained on her, and at 11 p. m. fired our fore-castle 30-pounder rifle pivot at her. She immediately hove to and showed lights. I hailed her and said I would send a boat on board.

While lowering the boat to send prize master and crew to receive papers, etc., from her master, the *De Soto*, Captain Walker, having followed on our track, had overtaken us and slipped in alongside of our prize, dropped a boat in the darkness, and sent Lieutenant-Commander Bradford to take possession of her. On learning this I hailed the *De Soto*, saying to Captain Walker, "The prize is ours," after which I sent an officer to him, directing the master of the steamer, with his papers, sent on board the *Ossipee* and Lieutenant-Commander Robert F. Bradford returned to *De Soto* (I having prize master and crew on board the prize), which he did after some delay, and I received letter from Captain Walker, a copy of which accompanies this; as also copy of certificate of the master of prize, Charles Frisk, which shows that he surrendered to the vessel firing the gun at him, the only gun fired at the time.

The two prizes are said to be the most valuable which were in or leaving Mobile, having on board upward of 1,300 bales of cotton; also some rosin.

We feel much here the want of speed in our vessels on such occasions.

I can not account for Captain Walker's singular conduct in connection with our capture of the *William Bagley*. I report circumstances to Rear-Admiral Farragut, and send steamer to New Orleans for adjudication; prisoners north first opportunity.

The *James Battle* was captured about 70 miles S. E. from our anchorage off Mobile; the *William Bagley* 176 miles S. 34° E. from Mobile bar.

I am, sir, very respectfully, your obedient servant,

JNO. P. GILLIS,

Capt. and Senior Officer, 3d Div. Western Gulf Blkdg. Squadron.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Upton, on prize courts, page 114, Lord Stowell says: "The striking of the colors is to be deemed the real *deditio*; the act of formal submission the consummation of the capture."

Report of Rear-Admiral Farragut, U. S. Navy, regarding the condition of the vessels of his command.

No. 124.]

U. S. FLAG-STEAMER TENNESSEE,
Off New Orleans, July 18, 1863.

SIR: The ships are all so cut to pieces that it is necessary to send them home for repairs preparatory to active duty outside in the fall. I shall therefore send them home as fast as they can be spared. The *Hartford* I shall take home, as she has borne my flag during the whole cruise up to this moment; it was necessary for me to leave her above Port Hudson. She is much cut to pieces, and I feel that the ship, as well as those who have so gallantly stood by her, have a right to this consideration, as I doubt if there ever floated a ship that has passed through more perils and come out so well; still, she is unfit for service in the Atlantic without many repairs.

The *Richmond* is in similar condition, with the additional disadvantage of having been on shore, her bottom much injured by worms, and leaks very badly. The *Brooklyn* is not cut to pieces so badly as the rest, but she was rammed by the *Manassas* and has an awful wound in the starboard side, which should be repaired before the fall or winter. It is covered over, and thus far has stood very well through the spring and summer. Several of the gunboats should go home to be docked, as I have no means here, and I am compelled to keep the leaking vessels in the river, so that I shall soon have none for the blockades. I relieve them as fast as I can, and I think it most prudent to send the leaky vessels home while the weather is mild. I regret that the Department did not leave it to me to send the *Cuyler* home when I could have best spared her, for, although she had lost her speed very much, she was still one of the fastest boats on the blockade at Mobile, and her withdrawal much regretted by the commanding officer.

But, as it is to be hoped that the fighting is finished in the river, I will be able to send some of our boats outside—that is, two or three of them. I shall send a list of my squadron as at present disposed of.

All of which is respectfully submitted.

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant-Commander Adams, U. S. Navy, commanding U. S. ship Vincennes, regarding the capture of the barge H. McGuin.

U. S. SHIP VINCENNES,
Ship Island, July 18, 1863.

SIR: I have the honor to report the capture of the barge *H. McGuin*, of New Orleans. The vessel was engaged in trading with the enemy in Bay St. Louis, and was captured by a boat's crew from this ship and a boat's crew from the U. S. S. *Clifton*.

The *H. McGuin* will be sent to New Orleans for trial.

Very respectfully, your obedient servant,

H. A. ADAMS, Jr.,
Lieutenant-Commander, Commanding U. S. Ship Vincennes.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Jenkins, U. S. Navy, regarding various matters.

U. S. S. RICHMOND,
Port Hudson, July 18, 1863—9 a. m.

ADMIRAL: The *Arizona* was in sight yesterday morning about 8 a. m., as I reported by the *Winona*. This morning at about 8 she was reported passing, and I hailed and ordered her to anchor.

I have ordered Captain Upton to take as many bomb vessels as he can (four, if possible) in tow to New Orleans, report his arrival to you, show his orders, and make a written report of all the causes of detention above.

The *Genesee* returned at 8 this morning from Vicksburg with General Banks' bearer of dispatches. There is very little news from above.

The gunboat *De Kalb* was blown up and sunk recently in the Yazoo by torpedoes; no one much hurt.

About 6,500 head of cattle were captured by our troops lately at Natchez. Johnston is reported to be at Jackson with 30,000 men, Sherman surrounding him with about 60,000 men.

News from the east reports Lee at Antietam intrenched, and in force, to allow his sick, wounded, and plunder to cross the Potomac. The news is only one day later. Our troops were fighting and harassing the enemy on all sides.

Very respectfully,

THORNTON A. JENKINS,
Captain.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron.

Report of Captain Emmons, U. S. Navy, commanding U. S. S. Monongahela, regarding convoy furnished to Army steamer Zephyr.

U. S. S. MONONGAHELA,
Donaldsonville, Miss. [La.], July 18, 1863.

ADMIRAL: Just after closing my dispatch* to you on yesterday I furnished a convoy to the army transport steamer *Zephyr*, upon application of one of General Banks' officers, who informed me that one of their transports had been fired upon below here. The *Princess Royal* has since returned the second time, seeing only one squad of rebels and receiving no shot.

The indications are that the rebels are falling back in the rear of this place.

I asked the commander of the *Winona* to tow our coal bark that had discharged alongside of the *Essex* to New Orleans, and have since asked the quartermaster here to allow one of his steamers bound down to take in tow the mortar schooner *Lee*, and I send you this dispatch by her.

I am, very respectfully, your obedient servant.

GEO. F. EMMONS, Captain.

Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron, New Orleans.

* See July 16, p. 395.

Letter from Captain Jenkins, U. S. Navy, to Acting Rear-Admiral Porter, U. S. Navy, congratulating him on his brilliant successes.

U. S. S. RICHMOND,
Port Hudson, July 19, 1863.

MY DEAR PORTER: I send you a copy of a dispatch* from Admiral Farragut to you, dated the 15th instant. I also enclose a request for coal for the *Essex*.

I have written to the commanding officer of your forces at or near the mouth of Red River on the subject of coal.

I congratulate you with all my heart upon your many brilliant successes since the opening [of] the present campaign, and among all of your many old and new friends there is no one who more sincerely rejoices in your victories than I.

I consider the capture (by yourself, with a small force) of Grand Gulf one of if not the most brilliant affairs of the war, and that is saying a great deal when we all remember Arkansas Post, the Yazoo and its surroundings, and the many brilliant essays before Vicksburg.

I trust the Government will not be tardy in bestowing upon you your well-earned and richly deserved reward.

Very faithfully and truly, your friend,

THORNTON A. JENKINS.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron.

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Jenkins, U. S. Navy, commanding U. S. S. Richmond, to proceed to New York.

FLAG-STEAMER TENNESSEE,
New Orleans, July 20, 1863.

SIR: You will proceed with the U. S. S. *Richmond* under your command to New York, and upon your arrival report in writing to the honorable Secretary of the Navy, stating that you require extensive repairs and that the terms of enlistment of the majority of your crew have expired or will expire in August.

You will report your arrival in person to the commandant of the New York navy yard.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Captain T. A. JENKINS,
Commanding U. S. S. Richmond.

Letter from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, forwarding consular information regarding suspicious vessels.

NAVY DEPARTMENT, July 20, 1863.

SIR: I transmit herewith extracts from consular dispatches relative to suspicious vessels, and call your especial attention to the case of the

*See p. 393.

Sumter, now *Gibraltar*, which vessel should be captured anywhere on the high seas.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,
Comdg. Western Gulf Blockading Squadron, New Orleans.

Order of the Secretary of the Navy to Acting Master Lamson, U. S. Navy, commanding U. S. S. Granite City, to proceed to duty in the Western Gulf Squadron.

NAVY DEPARTMENT, July 20, 1863.

SIR: As soon as the U. S. S. *Granite City*, under your command, is ready for sea, proceed with her with all practicable dispatch to New Orleans and report to Rear-Admiral Farragut, or the senior commanding officer present, for duty in the Western Gulf Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Master C. W. LAMSON, U. S. Navy,
Commanding U. S. S. Granite City, New York.

Order of the Secretary of the Navy to Acting Master Cressy, U. S. Navy, commanding U. S. S. Gertrude, to proceed to duty in the West Gulf Squadron.

NAVY DEPARTMENT, July 20, 1863.

SIR: As soon as the U. S. S. *Gertrude*, under your command, is ready for sea, proceed with her with all practicable dispatch to New Orleans and report to Rear-Admiral Farragut, or the senior commanding officer present, for duty in the Western Gulf Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Master W. K. CRESSY, U. S. Navy.
Commanding U. S. S. Gertrude, New York.

Order of Commodore Bell, U. S. Navy, to Acting Master Chase, U. S. Navy, commanding U. S. S. Antona, to proceed to blockade duty between the Rio Grande and Velasco, Tex.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, July 20, 1863.

SIR: You will proceed down the coast of Texas on blockade service, in compliance with the orders given you by Rear-Admiral D. G. Farragut, dated July 13, 1863, and extend your cruising from the Rio Grande to Velasco, keeping me informed, as opportunities occur, of the events of your cruise.

You are requested to use your coals economically, and, when in want of a supply, you will come to this anchorage for them.

Very respectfully,

H. H. BELL,
Commodore.

Acting Master CHAS. T. CHASE,
Commanding U. S. S. Antona, off Galveston.

Letter from the Chief of Bureau of Ordnance to Rear-Admiral Farragut, U. S. Navy, regarding the forwarding of guns for the use of the quartermaster's department.

BUREAU OF ORDNANCE, NAVY DEPARTMENT,
Washington City, July 20, 1863.

SIR: A requisition has been made upon this Bureau by the War Department to place at the disposal of Colonel Holabird, chief quartermaster of the Department of the Gulf, a number of boat howitzers and ammunition to enable him to arm steam transports, tugs, and barges in the service of his department.

To this end the Bureau has this day directed to be sent to you, as soon as they can be prepared, 10 rifled 12s, 10 smooth 12s, and 10 24-pounder howitzers, with boat carriages and ammunition, and desires that you cause them to be properly mounted on board such craft as the quartermaster's department of the Gulf may designate.

The Bureau also authorizes you to mount on board these vessels any other guns of the above classes that can be spared from the wants of your squadron, and directs such information to be given the officers as will enable them to handle the guns properly.

I am, very respectfully, your obedient servant,

H. A. WISE,
Acting Chief of Bureau.

Rear-Admiral D. G. FARRAGUT, U. S. Navy.
Commanding Western Gulf Squadron, New Orleans, La.

Letter from the Secretary of the Navy to the Secretary of War regarding the loan of guns for the quartermaster's department.

NAVY DEPARTMENT, July 21, 1863.

SIR: In reply to your letter of the 18th instant, I have the honor to state that the Bureau of Ordnance of this Department has directed 10 12-pounder rifles, 10 12-pounder smoothbores, and 10 24-pounder howitzers, with boat carriages, equipment, and ammunition, complete, to be prepared and sent to New Orleans, and requested Admiral Farragut to have them mounted on board such vessels as may be designated by the quartermaster's department of the Gulf; giving at the same time all necessary information relative to their use. These, together with guns now on hand at New Orleans, will, it is thought, meet the wants of the quartermaster's department.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Hon. E. M. STANTON,
Secretary of War.

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Jenkins, U. S. Navy, to prepare for sea.

U. S. FLAG-STEAMER TENNESSEE,
Off New Orleans, July 21, 1863.

CAPTAIN: On receipt of this, you will come down to New Orleans preparatory to going to sea. You will give Captain Emmons all the information in relation to the localities, and then leave him in charge of Port Hudson, its vicinity, and the river down to New Orleans.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Captain THORNTON A. JENKINS, U. S. Navy,
Commanding U. S. S. Richmond.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Chief Engineer Cameron, U. S. Navy, for the repair of the engines and boilers of the U. S. S. Pensacola.

NAVY DEPARTMENT, July 22, 1863.

SIR: Your communication of the 10th instant has been received. Have the engines and boilers of the *Pensacola* put in the best order you can, and, after a trial of them, return north and report your arrival by letter to the Department.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Chief Engineer ROBERT CAMERON, U. S. Navy,
New Orleans.

Order of Rear-Admiral Farragut, U. S. Navy, to Commodore Morris, U. S. Navy, to assume temporary command in the Mississippi River.

U. S. FLAGSHIP TENNESSEE,
New Orleans, July 22, 1863.

COMMODORE: I shall leave this port to be absent a short time, and upon you will devolve the care of the river and the command of the naval forces until you or I are notified that acting Rear-Admiral Porter has received my dispatch turning over the surveillance of the Mississippi from New Orleans up to its loyal districts.

I sent him the dispatch some time ago, notifying him where I had cruisers stationed, and requesting him to have them relieved by some of his fleet. As soon as that is done you will send the vessels so relieved outside as fast as you can spare them, both for the benefit of the health of their crews and to add to the blockading force.

There is, as you are aware, an expedition going on against Berwick Bay. When that is ended you will restore Acting Volunteer Lieutenant Wiggin to the command of the *Tennessee*. Should Lieutenant-Commander Cooke and Acting Volunteer Lieutenant Upton be acquitted, they may also be restored to their commands.

As soon as the new steamer *Commodore* is completed she is to be sent into Lake Pontchartrain. The *Hollyhock* and *Ida* are to be kept here as tugs, or sent to Pensacola, as they may be required. The *Calhoun* may be useful in Mississippi Sound. Owing to the leaky condition of the *Itasca* and *Winona* and the defectiveness of the *Kineo*, I think they had better be kept in the river until it is ascertained that they can be docked at Cairo or St. Louis, when you had better send the *Winona* up to try the experiment. The *Princess Royal* should be sent down the coast of Texas to relieve some of the vessels there for repairs.

The *Monongahela* should be sent to Mobile as soon as she can be spared from the river. The *Richmond* I shall send home, in consequence of her leaky state and the unhealthy condition of the crew, whose times are daily expiring.

I desire that the machinery be sent to Ship Island as soon as the fleet engineer reports it ready. You can send the *Sportsman* around to Pensacola.

I think now the supply of coal and stores should be sent principally to Pensacola, but this is the most convenient point for the Texas blockade. I shall so state to the Department, but you will, of course, be governed in all these things by circumstances.

I speak of things as they now are.

Should your health fail, and you desire to go home in consequence thereof, you will send down for Commodore Bell, or the next in rank to yourself, and deliver over to him the command of the squadron.

Very respectfully and truly, yours,

D. G. FARRAGUT,
Rear-Admiral.

Commodore HENRY W. MORRIS,
Commanding U. S. Steam Sloop Pensacola.

Report of Lieutenant-Commander Adams, U. S. Navy, commanding U. S. ship Vincennes, urging the need of men for successful operations in Mississippi Sound.

U. S. SHIP VINCENNES,
Ship Island, July 22, 1863.

SIR: On the 20th instant I forwarded a requisition for 22 men for this ship. I wish to call your attention to it, as I am very much in need of the men for the following reasons:

The enemy some weeks ago fitted out two launches and commenced cruising in the [Mississippi] Sound. Ever since this came to my knowledge I have used every effort to capture said launches. I have sent boat expeditions, I have disguised a schooner [*Emma*] loaded with men and tried to decoy the enemy, but all without success. I have a light-draft schooner which I keep searching for the rebel vessels, but with my very short crew I can not spare enough men to man her properly. I do not ask for any vessels, but, sir, I beg you to give me the men. I will find vessels and arm them, and will then be able to keep the shoal waters of the sound as much under my control as I have the channel now.

I have news that the enemy have burned a number of schooners and small vessels; also, that they are fitting out a schooner for the purpose

of capturing my small cruiser. I hope they will try it, and give my men a chance, for as yet we have only been able to see them when lying in rivers out of reach of guns.

Very respectfully, your obedient servant,

H. A. ADAMS, Jr.,
Lieutenant-Commander, U. S. Navy,
Commanding U. S. Ship *Vincennes*.

Rear-Admiral D. G. FARRAGUT, U. S. Navy,
Commanding Western Gulf Blockading Squadron.

Report of Lieutenant-Commander Adams, U. S. Navy, requesting to be notified of the granting of passes to trading vessels.

U. S. SHIP VINCENNES,
Ship Island, July 22, 1863.

SIR: I have the honor to report that the schooners *Medora* and *Union* have passed here, bound into Pascagoula for cotton or produce. Both vessels had passes signed by the military authorities and yourself. Though I had no intimation of any such vessels having a permit to come into the sound, I allowed them to pass for the reason that I recognized your signature. May I ask you to give me notice when you grant any such passes. I ask because I think such a pass might be forged without difficulty.

Very respectfully, your obedient servant,

H. A. ADAMS, Jr.,
Lieutenant-Commander, U. S. Navy, Commanding U. S.
Naval Forces, Ship Island and Mississippi Sound.

Rear-Admiral D. G. FARRAGUT, U. S. Navy,
Commanding Western Gulf Blockading Squadron.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant Watson, U. S. Navy, to report for duty as flag-lieutenant.

FLAG-STEAMER TENNESSEE,
New Orleans, July 22, 1863.

SIR: You are hereby detached from duty on board the U. S. steam sloop *Hartford*, and you will report to me for duty on my staff as flag-lieutenant.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Lieutenant JOHN C. WATSON,
U. S. Steam Sloop *Hartford*.

*Report of Lieutenant-Commander Mudigan, U. S. Navy, regarding the capture and destruction of the schooner *Revenge*, of New Orleans.*

U. S. STEAM GUNBOAT OWASCO,
Sabine Pass, July 22, 1863.

SIR: I have the honor to report that yesterday I sent in to Calcasieu two boats from this vessel and two from the *Cayuga* to reconnoiter in regard to what appears to be small vessels at anchor up near

the lake; the result was the capture of a schooner of about 20 tons (the *Revenge*, of New Orleans). She being several miles from the bar, and aground, it was determined to destroy her by scuttling. Her cargo consisted of 18 hogsheads of sugar, 200 hides, and a small quantity of mineral salt. The boats, having destroyed the schooner and cargo, returned without accident or resistance, leaving the inhabitants of that vicinity undisturbed.

I am, respectfully, your obedient servant,

JOHN MADIGAN, JR.,

Lieutenant-Commander, Comdg. U. S. S. Owasco, Sabine Pass.

Rear-Admiral D. G. FARRAGUT, U. S. Navy,

Commanding Western Division Gulf Squadron.

Report of Commodore Bell, U. S. Navy, giving the location of vessels on the Texas blockade.

U. S. STEAM SLOOP BROOKLYN,

Off Galveston, July 23, 1863.

SIR: The screw *Antona*, commanded by Acting Master C. T. Chase, reported on the 18th instant for blockade service on the coast of Texas, and on the 20th she left here in compliance with your orders of the 13th instant.

The *Brooklyn*, *Bienville*, and *Katahdin* are off this port, the *Owasco* and *Cayuga* off Sabine, and bark *W. G. Anderson* off Aransas and Lavaca.

The *New London*, *Itasca*, and *Sciota* have been sent to New Orleans for repairs, as reported.

The terms of service of 20 men of the *Brooklyn* have expired this month, and I shall send them north by the first opportunity to be discharged.

The service of 29 more will expire in the course of August.

I regret to observe that there are several cases of scurvy occurring on board the *Brooklyn* and other vessels of this blockade. Supplies of fresh provisions and vegetables are much wanted.

Very respectfully, your obedient servant,

H. H. BELL,

Commodore.

Rear-Admiral D. G. FARRAGUT,

Comdg. Western Gulf Blkdg. Squadron, New Orleans, La.

Report of Commodore Bell, U. S. Navy, regarding the appearance of the Confederate ram Diana off Pelican Spit.

U. S. STEAM SLOOP BROOKLYN,

Off Galveston, July 23, 1863.

ADMIRAL: About 5:30 a. m. of the 20th the rebel ram *Diana* stood out from Pelican Spit, a short distance toward the light-house, fired a gun, and sent off a boat which was reported flying a white flag, and three or four shots were fired at long range from Fort Point. The white flag proved to be a man dressed in white standing in the stern sheets. The *Bienville* being the nearest vessel, got underway and

stood into 16 feet water and fired four shots at the ram, all of them falling short. It turned out that they were in pursuit of a boat with five men who were trying to escape, and whom they recaptured before we could assist them.

At noon the same day they sent out a boat with Major Watkins, under flag of truce, which was met at the beacon by Lieutenant A. N. Mitchell, who received from Major Watkins one letter* (copy marked No. 1), addressed to myself, which I have not answered, and also one open letter for A. Piag  t, consul of Switzerland at New Orleans, herewith enclosed. Major Watkins offered a package of letters which he said were mostly from United States prisoners, some of them being from citizens of Texas. But Lieutenant Mitchell declined, under my instructions, to receive any other than official letters.

Very respectfully, your obedient servant,

H. H. BELL,
Commodore.

Rear-Admiral D. G. FARRAGUT,
Comdg. West Gulf Blkdg. Squadron, New Orleans, La.

Order of Captain Emmons, U. S. Navy, to Commander Townsend, U. S. Navy, upon the withdrawal of the former from Donaldsonville.

U. S. S. MONONGAHELA,
Donaldsonville, July 23, 1863.

SIR: I am ordered to relieve the *Richmond*, Captain Jenkins, at Port Hudson, and for the present look to you for the protection of this place and points on the river below.

I will be glad to hear from you whenever there is anything of interest to communicate.

I have filled up your requisitions for provisions for three weeks, and before the expiration of this time expect to receive further orders in regard to the *Essex*.

Until you receive more coal, or there is a necessity, I would advise you to be sparing as possible of the little left.

I shall order the *Princess Royal* up the river.

I learn that the gunboats have again captured Brashear, and I hope our army will now be able to hold on to it.

Truly and respectfully,

GEO. F. EMMONS,
Captain, Commanding Division in Mississippi River.

Commander ROBERT TOWNSEND,
Commanding U. S. Ironclad Essex, Donaldsonville.

Report of Captain Emmons, U. S. Navy, commanding U. S. S. Monongahela, regarding the need of coal, and referring to the opening of communication with Berwick.

U. S. S. MONONGAHELA,
Mississippi River, July 23, 1863.

ADMIRAL: I received your order by the *Winona*. I am on my way up to relieve the *Richmond*.

* Not found.

I leave *Essex* with but little coal, having supplied her with what she was short of, three weeks' provisions.

I should be glad to know what final disposition to make of her, should this period expire before being relieved from above.

The *Princess Royal* is also short of coal (25 tons on board), and I will take her up with me, in hopes of getting some from the *Richmond*. I know of no other opportunity unless it is sent from above Port Hudson or from below.

I have Commander Read's effects all boxed up, and as it was his dying request that his steward (who came out with him from Philadelphia in 1861) should accompany them home to his wife, I will, with your permission, discharge and send him down to New Orleans by the first favorable opportunity for a passage to the United States.

The enclosed communication was sent off to me last night by General Weitzel, with a message that Berwick was again in our possession, and communication open between here and there. I hope the army will hold on to it this time.

I am, etc.,

GEO. F. EMMONS,
Captain.

Admiral D. G. FARRAGUT,
Comdg. West Gulf Blkdg. Squadron, New Orleans.

Letter from Captain Jenkins, U. S. Navy, to Brigadier-General Stone, U. S. Army, regarding discourtesy shown by an officer of the quartermaster's department.

U. S. S. RICHMOND,
Port Hudson, July 23, 1863.

SIR: I received information several days since from Admiral Farragut, at New Orleans, that our stock of bituminous coal, such as is used by the ironclad *Essex* and tug *Ida*, was entirely exhausted. I was instructed to endeavor to procure a supply from the mouth of Red River or higher up the Mississippi.

I have to-day received a communication from the senior officer at the mouth of the Red River, informing me that he can not supply our wants.

Hearing yesterday that one of the coal barges sent down from Vicksburg by Admiral Porter was aground in the bend of the river opposite Port Hudson, I sent the tug *Ida* immediately (with an officer of the Army who had asked for a passage from Baton Rouge) to ask the quartermaster (supposing the coal under his charge) to allow the tug to fill her bunkers. The person in charge of the tug returned and informed me that he could not go alongside of the barge and could not obtain any facilities for coaling his vessel.

I, this morning, sent the tug with a polite request (in writing) to the chief quartermaster of the port, that he would allow one of the light-draft steamers under his charge to transport the coal from the barge to the tug, that appearing to be the only means by which it could be done. I sent a sufficient number of men from this ship to insure the work being speedily done, which could, at most, require an hour or two.

The tug has returned with a verbal answer from, as I am informed, the officer in charge of the quartermaster's duties at Port Hudson,

that "the coal was there and that he might get it the best way he could," and positively refusing him any assistance. I take leave to say that neither General Banks nor any other general officer in this military department would, in my opinion, approve of any such conduct under existing circumstances of any subordinate, and I regret that I can not say so much of some of the subordinates, with whom we, of the Navy, are frequently compelled to come in official contact.

I may add that if the tug had been kept as the tender to the navy vessels here exclusively, I should have had no occasion to seek coal from any quarter. Her coal has been mainly consumed in transporting army sick and wounded (officers and men) from this vicinity and Springfield, [La.], to Baton Rouge, and in carrying dispatches for General Banks. I claim no credit for having employed the vessel in this way (even at great inconvenience to ourselves), for it was not only a duty but a pleasing one.

I regret to feel constrained to make this complaint.

I am, very respectfully,

THORNTON A. JENKINS,
Captain and Senior Officer.

General C. P. STONE, U. S. Army,
Commanding at Port Hudson.

Letter from Brigadier-General Stone, U. S. Army, to Captain Jenkins, U. S. Navy, expressing regret at the discourtesy shown the latter in response to his request for coal.

HDQRS. DEPT. OF THE GULF, NINETEENTH ARMY CORPS,
Port Hudson, July 23, 1863.

CAPTAIN: I am this moment in receipt of your communication of this date, and hasten to express to you my regret that you should have experienced anything but courtesy and prompt aid from any officer of this command.

The officer who so forgot his position and the respect due to your request has been immediately replaced by one who will, I trust, better appreciate his duties.

The coal barge referred to is one sent down from Vicksburg by General Grant with supplies for the army transports here, but whatever coals may be desired by you for the naval service are perfectly at your disposal, and all possible assistance will be furnished your officers in procuring and placing them on board such vessels as may be convenient to you.

Very respectfully, I am, captain, your most obedient servant,
CHAS. P. STONE,

Brigadier-General, in Temporary Command.

Captain THORNTON A. JENKINS, U. S. Navy,
Commanding U. S. S. Richmond, etc.

Letter from Captain Emmons, U. S. Navy, to Brigadier-General Stone, U. S. Army, requesting a supply of coal for the U. S. S. Princess Royal.

U. S. S. MONONGAHELA,
Below Port Hudson, July 24, 1863.

GENERAL: Permit me to introduce to you Commander Woolsey, of the U. S. S. *Princess Royal*, who has just arrived here from Donald-

sonville short of coal, and whose detention and duties there have prevented him from getting it below, where I believe our supplies of soft coal have been nearly exhausted by the army.

This is the case contemplated in the note of Captain Jenkins to you, and I shall be glad if you can furnish him a supply without inconvenience to yourself.

I have just relieved Captain Jenkins on the blockade or police of the Lower Mississippi, and my headquarters for the present will be near you.

I am expecting coal from above, and shall be pleased to reciprocate whenever it is in my power.

I am, very respectfully, your obedient servant,

GEO. F. EMMONS,

Captain, Comdg. Naval Division in Lower Mississippi River.

Brigadier-General CHAS. P. STONE,

Commanding U. S. Forces, Port Hudson.

Order of Captain Emmons, U. S. Navy, to Commander Macomb, U. S. Navy, commanding U. S. S. Genesee, to proceed to anchor off' Baton Rouge in readiness for cooperation with the army.

U. S. S. MONONGAHELA,

Port Hudson, July 24, 1863.

SIR: The naval division placed under my command, of which your vessel is one, has been ordered to keep the Mississippi River open between here and New Orleans.

Until further orders you will anchor opposite to Baton Rouge and be prepared to render any assistance to vessels in distress, or to cooperate with the army in suppressing any hostile demonstrations there, or along the adjacent banks of the river, economizing your coal as much as possible, and keeping me informed of your doings.

I am, very respectfully, your obedient servant,

GEO. F. EMMONS,

Captain, Commanding Naval Division, Lower Mississippi.

Commander WM. H. MACOMB,

U. S. S. Genesee, Mississippi River.

Order of Lieutenant-Commander Adams, U. S. Navy, to Acting Volunteer Lieutenant Pennington, U. S. Navy.

U. S. SHIP VINCENNES,

Ship Island, Miss., July 24, 1863.

SIR: You will relieve Acting Master N. D'Oyley in the command of the U. S. S. *J. P. Jackson*, by order of Rear-Admiral D. G. Farragut.

Very respectfully, your obedient servant,

H. A. ADAMS, JR.,

Lieutenant-Commander, Comdg. Naval Forces off Ship Island.

Acting Volunteer Lieutenant LEWIS W. PENNINGTON,

Ship Island, Miss.

Report of Lieutenant-Commander Jouett, U. S. Navy, commanding U. S. S. R. R. Cuyler, regarding the chase of the steamer Alabama and capture of steamer Kate Dale.

U. S. S. R. R. CUYLER,
Philadelphia Navy Yard, July 24, 1863.

SIR: Agreeably to the enclosed order from Admiral Farragut of date June 25, 1863, handed me by Captain J. P. Gillis, senior officer off Mobile, on the 9th July, I proceeded the next morning by daylight to Pensacola navy yard, coaled, repaired engine and boilers, and on the evening of the 11th instant sailed, feeling certain that vessels ran the blockade of Mobile. The night of the 11th instant I determined to be 75 or 80 miles southeast of Mobile by daylight. On the 12th, as I had anticipated, at 5 a. m. I discovered black smoke, and gave chase. I soon made her to be a large, white side-wheel steamer; she stood back to Mobile; thence gradually hauled to the northward and eastward, and finally east by south. At 9 a. m. made black smoke going south-east. Everything was done to accomplish her capture. At 1 p. m. I was in 32-pound Parrott rifle-shot distance, and threw in all 54 shot at her, two taking effect. At 2 p. m. she threw overboard 75 bales of cotton, at 3 p. m. 90 bales more, and about 4 p. m. 150 bales more, making 315 in all. I saw that he was making for the shoals and reefs off Cape San Blas. At 7:30 p. m. he reached them. Being of light draft and night coming on, I could not follow him. I blockaded him under the reef until all traces were lost. At midnight I started for the Tortugas, feeling I could, in a rough sea, outrun them, and would meet them off that place. I sighted the Tortugas light at 4 p. m., and at 5 made two black smokes. I gave chase to one, and after seven hours' night chase I overhauled and captured the rebel steamer *Kate Dale*, with 800 bales of cotton; threw a prize crew on board, engineers, etc., and at this juncture, I am sorry to state, the breaking down of the *Cuyler*. I made the prize take hawsers and tow the *Cuyler* to Key West for repairs, provisions, oil, tallow, etc.; also coal for the *Kate Dale*. I learned the steamer we chased was the *Alabama*, rebel Government vessel (an iron vessel); she passed over the Tortugas bank as I chased the *Kate Dale*. I regret the disabled condition of the *Cuyler* prevented my capturing her. On the 18th, after coaling, repairing, etc., I started north with the prize *Kate Dale* in company. On the 24th I arrived and reported, agreeably to my orders, to Commodore Stribling, commandant of the Philadelphia naval station. I herewith enclose a list of officers and crew; also one of the passengers coming north.

Very respectfully, your obedient servant,

JAS. E. JOUETT,
Lieutenant-Commander.

Hon. G. WELLES,
Washington, D. C.

Seizure by Confederates, from a Mexican vessel, of the commanding officer of the U. S. S. Antona, July 24, 1863.

Report of Commodore Bell, U. S. Navy.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, August 6, 1863.

SIR: I have to inform you that Acting Master Charles T. Chase, commanding the U. S. gunboat *Antona*, was captured by the Texans in the Rio Grande on the 24th July last, under the following circumstances:

The *Antona* was sent to cruise on the coast of Texas, as far as the Rio Grande. She arrived off that river on the 24th July and Acting Master Chase immediately went on shore, dressed in citizen's clothes, ostensibly to forward a letter to the U. S. consul at Matamoras. Late in the afternoon he took a Mexican boat called the *Margarita* to return to the *Antona*. The boat, in beating out of the river, was hailed by a party of men on the Texan shore to go to them or they would fire into her. They then took Acting Master Charles T. Chase out of her and sent him to Brownsville. Acting Master S. V. Bennis, the next in command, then cruised about there until the next day and, after satisfying himself of the truth of the report, proceeded to Galveston bar to make known the circumstances. His report (marked No. 1) is herewith enclosed.

As the vessel from which Acting Master Chase was taken was Mexican, and believing the boat was in Mexican waters when she was forced to go to the Texan bank, and also calling to mind that armed Texans crossed the river from the same point in March last and carried off two United States army officers, one of whom they hanged, I addressed a letter (copy No. 2) to the governor of Matamoras, reminding him of the obligations of Mexico to protect United States officers landing under Mexican jurisdiction.

Before the *Antona* went down the coast I warned Acting Master Chase to send an officer dressed in uniform to the commandant of Bagdad to have his dispatches carried to the consul at Matamoras.

Acting Master Bennis states that he left five British contraband traders, named by United States consuls, lying in Mexican waters off the Rio Grande, viz, the *Sir William Peel*, *Edward Hawkins*, *Gladiator*, *Sea Queen*, and *Celt*, and about twenty sailing vessels; also, that "it is the general impression that the *Sir William Peel* is to be used as a man-of-war."

When the *Antona* returned to Galveston bar she required some repairs on her machinery, and the rudder stock of the *Bienville* being so badly sprung and rotten she would hardly steer, I had no vessel to send to look after the *Sir William Peel*; but the *New London* and *Cuyuga* shortly arriving there, I directed the *Cuyuga* to take in her coal and to be sent to the Rio Grande to watch the vessels named.

I placed Acting Master Lyman Wells, of the *Brooklyn*, in command of the *Antona*, and on the 31st July I left Commander J. R. M. Mullany in the *Bienville* in charge of the blockade off Galveston, with direction to send the *Antona* and *Cuyuga*, Lieutenant-Commander Dana, to the Rio Grande as soon as they were coaled; and after my arrival here I dispatched the *Princess Royal*, Commander Woolsey, on the 4th instant, on the same service, with instructions that in case

he found a vessel lying in Mexican waters, fitting for privateering, to call on the Mexican authorities to expel her or stop her equipment, but that he was in no event to allow her to escape.

Every vessel lying here is undergoing expensive repairs and there is not another at my disposal for sending to the Mexican coast. One shall be dispatched there as soon as a suitable one can be made ready.

I have the honor to be your obedient servant,

H. H. BELL,

Commodore, Comdg. West Gulf Blockdy. Squadron pro tem.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosures.]

U. S. S. ANTONA,

Off Galveston, Tex., July 27, 1863.

SIR: I have the honor to report to you that on the 24th instant, at 10 a. m., we arrived with this vessel and anchored off the mouth of Rio Grande River. At thirty-five minutes past meridian Acting Master C. T. Chase, commanding, went on the Mexican shore with dispatches for the U. S. consul at Matamoras, leaving instructions with me what to do during his absence. At 6 p. m. I left the ship and was going amongst the shipping with the purpose of seeing the names of the steamers lying there and to get some information so as to be on the alert for them if they should undertake to leave during the night. While a little distance from the steamer *Sir William Peel* a boat was pulling toward me, and when near I was hailed and informed by the captain of the English schooner *Sybil* that Acting Master Chase, commanding, was returning to this ship in a Mexican vessel called the *Margarita*, and while beating out of the river was ordered by a party of so-called Confederate States Army to land, if not that they would fire at them; so they were obliged to land, and Acting Master Chase was taken prisoner. I then returned to the ship, got underway, and cruised just outside of the roads during the night. On the morning of the 25th I boarded schooner *Mary P. Burton*, loaded with cotton and bound for Havana. Papers proved to be all right, and in the meantime was informed by Captain Lovejoy that he witnessed Captain Chase's arrest. I then went and anchored off the mouth of the Rio Grande, and, being convinced of the truth of the reports, I communicated with a flag of truce, and the enemy acknowledged that he was taken prisoner out of a Mexican vessel and sent to Brownsville, on Rio Grande River. I then, agreeable to Captain Chase's orders, got underway at 7:30 p. m. and proceeded to this place with all possible dispatch to report to you.

I have further to report that there are five English steamers lying off the Rio Grande River in Mexican waters, named as follows: *Sir William Peel*, *Edward Hawkins*, *Gladiator*, *Sea Queen*, and *Celt*; also about twenty sailing vessels of different classes—Spanish, English, and American—loading with cotton. One of the steamers, the *Celt*, is discharging large bales and cases into a steam lighter. The other steamers, with the exception of the *Sir William Peel*, are taking in cotton and will soon be ready for sea. The *Sir William Peel* is a large vessel, man-of-war built, and the general impression is that she is to be used as a man-of-war by the so-called Confederate States.

The officer conducting the flag of truce reports to me that there are on the Texan shore some 200 or 300 bales of cotton. The force on the Texan shore consists of about 20 to 30 militia, under the command of a captain.

I am, very respectfully, your obedient servant,

SPIRO V. BENNIS,

Acting Master and Executive Officer U. S. S. Antona.

Commodore H. H. BELL,

Senior Officer, Comdg. Naval Forces off Coast of Texas.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, July 28, 1863.

SIR: It becomes my duty to request your prompt attention to a recent act of violation of Mexican sovereignty, to the prejudice of the United States, at 5 p. m., on the 24th of the present month, by armed parties on the Texan shore, opposite the Mexican village of Bagdad, at the entrance of the Rio Grande, who, with threats of firing into a Mexican vessel, believed to be the *Margarita*, which had just then parted from the Mexican shore and was proceeding out of the river through the main channel, compelled her to go to the Texan bank of said river. They then seized and took out of her Charles T. Chase, acting master, U. S. Navy, and commanding the U. S. gunboat *Antona*, at that time lying to at anchor off the Rio Grande.

The said Mexican vessel *Margarita* was, at the time of the outrage, it is believed, in neutral waters, conveying Acting Master Chase from the Mexican shore to the gunboat *Antona*, lying outside of the river.

The United States have scrupulously respected the neutrality of Mexico, both by land and sea, and have a just right to expect her to put a stop to the kidnaping of their officers from Mexican soil, from Mexican waters, and from Mexican vessels, by her efficacious demand for the immediate release and restoration of Acting Master Charles T. Chase, of the U. S. Navy, to Mexican authorities.

I have the honor to be, sir, your obedient servant,

H. H. BELL,

Commodore, U. S. Navy, Comdg. U. S. Naval Forces, Coast of Texas.

His Excellency the GOVERNOR OF MATAMORAS [TAMAULIPAS].

Report of Acting Master Chase, U. S. Navy, commanding U. S. S. Antona.

U. S. S. ANTONA,
Off Galveston, Tex., August 13, 1863.

SIR: I have the honor to report that on the 20th of July, in compliance with my instructions from Commodore H. H. Bell, I sailed from this place in the *Antona* for a cruise. On the 24th arrived off the mouth of the Rio Grande.

Having communications for the U. S. consul at Matamoras, I went with my boat nearly to the mouth of the river, when, finding the bar rough, and wishing to avoid all risk, I hired an English vessel to take me in to Bagdad. After concluding my business, I agreed with a Mexican lighter to take me out. In passing a point of land where the channel is close to the Texas shore, an officer with seven or eight armed

men sprang out from behind a low sand hill, and leveling their muskets ordered the boatmen to land. I remonstrated with the officer, but he was a Mexican by birth and did not understand but very little English, and sent me to Brownsville the same night. Upon being presented to General Bee the next morning, and he hearing my statement of the case, said he was willing to parole me, but after further discussion, and seeing I did not feel disposed to accept a parole, released me unconditionally and offered to return me to the mouth of the river, but as I was near Matamoras, and desirous of seeing the consul, he passed me across the river.

Very respectfully, your obedient servant,

CHAS. T. CHASE,

Late Acting Master, Commanding U. S. S. Antona.

J. R. M. MULLANY,

Commander and Senior Officer off Galveston.

Letter from the Secretary of the Navy to the Secretary of State submitting the case.

NAVY DEPARTMENT, *August 19, 1863.*

SIR: I have the honor to transmit herewith, for your perusal, dispatch No. 2, dated the 6th instant, received from Commodore H. H. Bell, commanding, pro tempore, the Western Gulf Blockading Squadron, and to invite your attention to that portion of it and its enclosures in reference to the case of Acting Master Charles T. Chase, commanding U. S. gunboat *Antona*, who, it appears, was taken out of a Mexican vessel, in Mexican waters, by a party from the Texan shore, while proceeding down the Rio Grande from Matamoras on his return from that place to his vessel.

The Department submits to your judgment whether the case is one that requires further representation and notice than has been taken of it by Commodore Bell.

Very respectfully, etc.,

GIDEON WELLES,

Secretary of the Navy.

Hon. WM. H. SEWARD,

Secretary of State.

Order of Commodore Bell, U. S. Navy, to Acting Master Chase, U. S. Navy, to proceed North.

U. S. STEAM SLOOP PENSACOLA,

New Orleans, August 19, 1863.

SIR: You will proceed to the North in the *Bermuda*, and upon your arrival there report by letter to the honorable Secretary of the Navy.

I am, very respectfully,

H. H. BELL,

Commodore, Commanding West Gulf Blockading Squadron.

Acting Master CHARLES T. CHASE, U. S. Navy.

Letter from the Secretary of the Navy to Commodore Bell, U. S. Navy, making enquiry regarding Acting Master Chase.

NAVY DEPARTMENT, *September 16, 1863.*

SIR: It does not appear in any reports as yet received from you at this Department, whether Acting Master Charles T. Chase, who has returned to the North in obedience to orders, was paroled or escaped from the party who captured him on the Rio Grande, on the 24th July, when returning to his vessel.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Commodore H. H. BELL,
*Commanding (ad interim) Western Gulf
Blockading Squadron, New Orleans, La.*

Report of Commodore Bell, U. S. Navy, regarding the release of Acting Master Chase by his captors.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, September 29, 1863.

SIR: I would respectfully inform the Department, in reply to its letter of the 16th September in relation to Acting Master Charles T. Chase, that he reported himself as having been discharged by his rebel captors on the Rio Grande, he having declined a parole. I have no information about his release except this derived from himself.

I have the honor to be, your obedient servant,

H. H. BELL,
Commodore, Comdg. West Gulf Blockading Squadron pro tem.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Second report of Acting Master Chase, U. S. Navy.

WATERVILLE, ME., *September 21, 1863.*

SIR: Your communication of the 16th instant is received, directing me to furnish the Department a report of the circumstances under which I was ordered North.

I can only reply by making a report as near as I can from memory of the one I made to Commodore Bell.

In the month of July last, being in command of the U. S. gunboat *Antona*, I received orders from Admiral Farragut to proceed to Galveston and report to Commodore Bell for blockading duty and cruising from the Rio Grande to Corpus Christi.

After having reported, I proceeded to the mouth of the Rio Grande, at which place I arrived on the 24th of July. Having a communication from the State Department for the U. S. consul at Matamoras, which I was directed by Commodore Morris to deliver, and as there were two English steamers (the *Sir William Peel* and *Celt*, which I had special orders to take on the slightest suspicion) laying at anchor discharging arms and ammunition, as I was informed, near, if not north, of an

east and west line from the mouth of the river, I went on shore myself so that I could ascertain the bounds of the river, which could not be done from the anchorage. The river is very narrow. There being a heavy surf, and not wishing to run any risk with my own boat, I hired a Mexican vessel flying the Mexican flag to take me in and out.

After sending the dispatch to the consul and making such observations as were necessary, I started in the boat to return to my vessel, but, in nearing the northern shore, at the extreme point of land, an officer and 10 rebel soldiers sprang up from behind a small sand hill and, leveling their rifles, demanded the boatmen to land. I was taken from the vessel and sent up to Brownsville and placed in the guardhouse. The next morning, at my request, they took me to General Bee, then commanding the rebel forces at that place. He told me that he should detain me as a prisoner, but would parole me. I said to him that I could not accept a parole at that time, as I expected the Mexican commandante would demand my release, and after stating to him the circumstances under which I was taken (from a Mexican vessel), he released and passed me across the river to Matamoras. From there I went to Bagdad (the mouth of the river) and learned that the *Antona*, after hearing of my capture, had sailed for Galveston. I was obliged to remain in Bagdad (there being no means of transportation or communication with New Orleans or any of the fleet) until the 12th of August, when the gunboat *Cayuga*, Lieutenant-Commander Dana, arrived, and I went on board; shortly after, the gunboat *Princess Royal*, Commander Woolsey, arrived, and upon my communicating with him, I received orders to report to the commanding officer off Galveston. On my reporting to Commander Mullany, I was ordered to proceed to New Orleans and report to Commodore Bell. From him I received the order I forwarded to the Department.

Very respectfully,

CHAS. T. CHASE,
Acting Master, U. S. Navy.

HON. GIDEON WELLES,
Secretary of the Navy.

Abstract log of the U. S. S. *Antona*, Acting Master Charles T. Chase, U. S. Navy, commanding.

July 24, 1863.—Off Galveston, Tex. At 12:35 p. m. Captain Chase left the ship for Matamoras with dispatches for the consul, Frank Gildert in company. From 6 to 8 p. m. received reports of the capture of Captain Chase by the enemy while coming off to the ship on a Mexican vessel.

July 25.—Midnight to 4 a. m.: Started engines. At 5 made the land. From 4 to 8 a. m. boarded the schooner *Mary P. Burton*, flying English colors, from Matamoras, bound to Havana, loaded with cotton; papers all correct. Captain Lovejoy confirmed the report of Captain Chase's capture. At 10 came to anchor off the mouth of the Rio Grande. Meridian to 4 p. m.: Sent a flag of truce on shore. At 3 returned. From 4 to 6 p. m.: Sent flag of truce on shore with clothes for Captain Chase. From 6 to 8: Boat returned; weighed anchor and stood out to sea.

July 27.—At 5:30 a. m. came to anchor near the *Brooklyn*; reported to Commodore Bell.

Order of Commodore Bell, U. S. Navy, to Lieutenant-Commander Johnson, U. S. Navy, commanding U. S. S. Katahdin, to proceed as the bearer of letters to Rear-Admiral Farragut.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, July 25, 1863.

SIR: Proceed in the *Katahdin* to the South West Pass, Mississippi River, anchoring outside, and dispatch an officer to Admiral Farragut at New Orleans with the letters intrusted to you, and, having received the admiral's instructions, you will return to this blockade without delay.

On your way to the river touch off Sabine and deliver letters to Lieutenant-Commander J. Madigan, of the *Owasco*.

Very respectfully,

H. H. BELL,
Commodore.

Lieutenant-Commander P. C. JOHNSON,
Commanding U. S. Gunboat *Katahdin*, off Galveston, Tex.

Report of Captain Emmons, U. S. Navy, commanding U. S. S. Monongahela, regarding his intended departure from Port Hudson for New Orleans.

U. S. S. MONONGAHELA,
Port Hudson, July 26, 1863.

ADMIRAL: I take the earliest opportunity of dispatching the *Genesee*, Commander Macomb, to you, that you may know that I have just been relieved here by one of Admiral Porter's vessels, the ironclad steamer *Neosho*, Commander Febiger, and will soon be in New Orleans. The *Neosho* was accompanied by a steamer having a coal barge in tow, from which I shall be enabled to coal the *Princess Royal* and *Essex*.

The former I will bring down with me and leave the latter to take in her coal at Donaldsonville and await further orders; and I hope to be in time to save you any trouble in sending any coal up the river.

I presume you have learned through army sources that General Lee finally recrossed the Potomac with his plunder; that General Jo. Johnston escaped General Sherman; and that there have been serious riots in New York and Boston, where some hundreds of "secesh and copperheads" are reported to have lost the "number of their mess."

I am, very respectfully, your obedient servant,

GEO. F. EMMONS,
Captain.

Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron, New Orleans.

Order of Captain Emmons, U. S. Navy, to Commander Woolsey, U. S. Navy, commanding U. S. S. Princess Royal, to proceed to New Orleans.

U. S. S. MONONGAHELA,
Off Port Hudson, La., July 26, 1863.

As soon as you have taken in a full supply of coal you will proceed to New Orleans and report your arrival to Admiral D. G. Farragut, or

the senior naval officer there, the river being now in charge of Acting Admiral Porter's fleet.

I am, very respectfully, your obedient servant,

G. F. EMMONS,

Captain, Commanding Naval Division Lower Mississippi.

Commander M. B. WOOLSEY,

Commanding U. S. S. Princess Royal, Port Hudson.

Letter from Captain Emmons, U. S. Navy, to Acting Rear-Admiral Porter, U. S. Navy, congratulating him on the complete possession of the Mississippi River.

U. S. S. MONONGAHELA,
Port Hudson, July 26, 1863.

DEAR PORTER: The arrival of the *Neosho*, Commander Febiger, relieves me in patrol duty on the Lower Mississippi.

I congratulate you in finally having undisturbed possession of this great highway; and from late indications I think you may lay safely with very low banked fires, except when actively operating against the enemy.

Since I have been in the river I have thought it important to have one vessel here, one at Baton Rouge, and one at Donaldsonville, where a division of the army is stationed. The last attacks have been made by guerrillas from the banks below Donaldsonville, at points called White Hall Mills, College Point, and Burnside's plantation.

But these have ceased for a week, and the rebels are becoming less numerous.

I think they are disgusted with the news from above; and I hope they will have the full benefit of the punishment they are bringing upon themselves.

Sorry that General Lee has finally escaped with his plunder. Jo. Johnston, too, I hear, has eluded General Sherman.

Very truly, yours,

GEO. F. EMMONS,
Captain.

Acting Rear-Admiral D. D. PORTER,
Commanding Mississippi Fleet.

If Heap is with you, give my regards.

Order of the Secretary of the Navy to Captain Alden, U. S. Navy, to proceed in command of the U. S. S. Richmond to Port Royal, S. C.

NAVY DEPARTMENT, July 27, 1863.

SIR: You will proceed with all possible dispatch to Cairo, Ill., and there, or in the vicinity, take passage to New Orleans, where you will resume command of the U. S. steam sloop *Richmond*. You will immediately get underway in that steamer and proceed to Port Royal, S. C., and on your arrival report to Rear-Admiral Dahlgren.

If, however, Rear-Admiral Farragut has any expedition on hand requiring for its success a vessel of the *Richmond's* battery, this order

to proceed to Port Royal is void and you will remain in the West Gulf Blockading Squadron. At Cairo, Ill., communicate with Captain Pennock, U. S. Navy, who has been directed either to furnish you with transportation or put you in the way of getting it.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Captain JAMES ALDEN, U. S. Navy,
Washington, D. C.

[Telegram.]

NAVY DEPARTMENT, *July 27, 1863.*

Captain Alden leaves here to-day for Cairo with important dispatches for Admiral Farragut. Upon his arrival you will furnish him with transportation to New Orleans and give him every facility for communicating with Admiral Farragut at the earliest date.

GIDEON WELLES,
Secretary of the Navy.

Fleet Captain A. M. PENNOCK, U. S. Navy,
Mississippi Squadron, Cairo, Ill.

Order of Commodore Bell, U. S. Navy, to Acting Volunteer Lieutenant Hill, U. S. Navy, commanding U. S. bark William G. Anderson, to continue to protect the Texas coast until relieved.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, July 27, 1863.

SIR: I have received your dispatch* of the 24th instant, by Mr. Taylor, and will forward your report of deficiencies of crew to the admiral by the first opportunity (within the course of a week). It will take some time for a vessel to come down to relieve you, and as the coast must not be left totally unprotected, you will detain all of the crew now on board of the *W. G. Anderson*, under the "act for the better government of the Navy of the United States," approved July 17, 1862, section 17, until your vessel shall be regularly relieved. I hope you will look sharp for the *Era* and not allow the Texan game of bluff to be played upon you.

I regret you did not obtain the exchange of your men, who are prisoners, while you were at New Orleans. I will, however, write to the admiral about them.

There is but little doubt that General Lee's entire army in Pennsylvania is destroyed.

Very respectfully,

H. H. BELL.
Commodore.

Acting Volunteer Lieutenant F. S. HILL,
Comdg. U. S. Bark Wm. G. Anderson, off Pass Cavallo, Texas.

* Not found.

Order of Rear-Admiral Farragut, U. S. Navy, to Commodore Palmer, U. S. Navy, in view of the intended departure of the former for New York.

FLAGSHIP TENNESSEE,
Mobile Blockade, July 27, [1863].

You will prepare the U. S. steam sloop *Hartford*, under your command, for sea as soon as possible. When ready you will report to me, as it is my intention to hoist my flag on board that ship and proceed to New York.

Very respectfully,

[D. G. FARRAGUT],
Rear-Admiral.

Commodore JAMES S. PALMER,
Commanding U. S. Steam Sloop Hartford.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Volunteer Lieutenant Roath, U. S. Navy, to assume command of the U. S. brig Bohio.

FLAGSHIP TENNESSEE,
New Orleans, July 28, [1863].

You are hereby detached from duty on board the U. S. S. *New London*, and you will report yourself without delay to Commander A. Gibson, at Pensacola, Fla., for command of the U. S. brig *Bohio*.

Very respectfully,

[D. G. FARRAGUT],
Rear-Admiral.

Acting Volunteer Lieutenant W. D. ROATH,
U. S. S. New London.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Hatfield, U. S. Navy, to assume command of the U. S. S. Aroostook.

FLAGSHIP TENNESSEE,
New Orleans, July 28, [1863].

You are hereby detached from duty on board the U. S. steam sloop *Brooklyn*, and you will report yourself to Commodore H. W. Morris for the command of the U. S. gunboat *Aroostook*.

Very respectfully,

[D. G. FARRAGUT],
Rear-Admiral.

Lieutenant-Commander CHESTER HATFIELD,
U. S. Steam Sloop Brooklyn.

Instructions from Rear-Admiral Farragut, U. S. Navy, to Captain Gillis, U. S. Navy, upon assuming command of the Texas blockade.

FLAG-STEAMER TENNESSEE,
New Orleans, July 28, 1863.

SIR: You will proceed with the vessel under your command to Galveston and take charge of the blockade of the coast of Texas. If Com-

modore Bell should have left for this place to assume the temporary command of the squadron, he will have left a list of the vessels and their stations and duties assigned them for you with the senior officer. Your blockade will extend to the Rio Grande, and you will occasionally send a vessel to the consul at Tampico. You will direct your cruisers to exercise prudence but firmness with the contrabandists running into or pretending to run into Matamoras, while they are really running their cargoes into Texas, Brazos Santiago, etc.

Your duties will be chiefly blockading, as there is nothing inside of Galveston capable of contending against your vessels except the forts.

The changes are rendered necessary by the sickness of Commodore Morris, who goes home, as well as myself, and leaves Commodore Bell in temporary command of the squadron.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Captain J. P. GILLIS, U. S. Navy,
Commanding Blockade off Mobile Bay.

Letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Bell, U. S. Navy, preparatory to the departure of the former for the North.

FLAGSHIP TENNESSEE,
West Gulf Blkdg. Squadron, New Orleans, July 28, 1863.

DEAR COMMODORE: I have just made a little tour to Ship Island and Pensacola to look after affairs at those places and to visit the vessels off Mobile, etc. I inspected the *Colorado*, *Lackawanna*, and *Vincennes*, etc. Found them all in good order, but Adams has the *Vincennes* in a very high state of exercise and drill. She reflects great credit on him, but he has not had so much to do as the blockading vessels, although he looks after the [Mississippi] Sound very faithfully. The other vessels are in fine order also. On my return to Ship Island I found the *Katahdin*, with your dispatches. I gave Johnson permission to get some stores for his officers and vegetables for his crew, and then sent him on his way.

I will send you a vessel to take the place of the *Bienville*, although I do not suppose you are in any apprehension of those Texans attacking you from inside. They will not do it. I hear to-day on my arrival that my two gunboats retook Brashear City without opposition and the Texans are getting out of the country as fast as possible. We have killed many of them and taken many prisoners since they first came into this country. They attacked Helena with 12,000 or 15,000 and were repulsed by a part of Grant's army and Porter's gunboats, and they attacked about the same time Donaldsonville with about 5,000, and we had 2 gunboats on hand and about 280 men in the fort, and we must have killed about 500 of them and captured 200 more, and they captured 900 at Helena. So you see they will not go home as strong as they came out; and when the day arrives, which will not probably be before October or November, I think we will walk into Galveston. I hope to see you do that work, as you have had the watching there so long. I shall now go home to see the Secretary and Mrs. F. for a short time. If I had any place to take Mrs. F. except

New Orleans, I would prefer having her out here, and not going home to come out here again. I would like to finish up my work while I am here. While writing the above I arrived here and find Morris very low; expected to die; he must go home, and you must come up here as soon as possible, as my time is flying and the Department expects to see me and have me out here by 1st of October. So come up at once. Your ship must go home to be repaired for the winter's work. I regret all this if it disappoints you of a trip home, but I hope you will make prize money enough to compensate.

Very truly, your friend,

D. G. FARRAGUT,
Rear-Admiral.

Commodore H. H. BELL.

Order of Rear-Admiral Farragut, U. S. Navy, to Commodore Bell, U. S. Navy, to assume command of the West Gulf Squadron during the absence of the former.

FLAGSHIP TENNESSEE,
New Orleans, July 29, 1863.

COMMODORE: Upon my arrival here from a trip to Pensacola and Ship Island I found Commodore Morris very ill, and the prevailing opinion among the surgeons is that he should go home immediately, and that it was doubtful if his life could be preserved even by that course. This compels me to change my plans and call on you to come up to this place and assume the command of the West Gulf Blockading Squadron during my absence.

You will therefore proceed to New Orleans as soon as possible, as my time is limited, and every day is one lost, as I will be required to be back again by a given time.

You will take command of the *Pensacola* as your flagship, and can use the *Tennessee* or any other of the squadron for running around if you wish to go outside. You can come up in the *Brooklyn* or *Bienville* as soon as you please. Captain Emmons will take the *Brooklyn* home to be repaired before the fall. Captain Jenkins will take the *Richmond* home and Commodore Palmer the *Hartford*. They must all be repaired before they can stand a winter's cruise outside.

The river from New Orleans up has been turned over to Acting Rear-Admiral Porter, and we have plenty of vessels for the blockade. A lot of vessels will be left you.

I regret to have hurried you thus, but the determined opposition of Commodore Morris, who did not wish to give up, has embarrassed me for the last month.

I shall send Captain Gillis down to take your place on the coast of Texas, and leave Captain Goldsborough off Mobile. They have both done their duty well in command of that station. You will find yourself much embarrassed for want of officers and men, but I will do my best to procure them on my arrival North. The vessels are repairing as fast as possible, and others require it as fast as these go out. I shall have to send home some three or four of the gunboats also.

I will leave blank rescripts for a court-martial, so that you may try anyone you think necessary. I will send the mortar boats to Pensacola for repairs, as the health of the men will be better preserved

there. I am having machinery sent there for the machine shop. Mr. Shock, the engineer of the fleet, has it in charge, as well as the repairs of all the engines, etc., of the vessels. I shall leave the fleet paymaster also to assist you.

I regret this necessity which takes you out of your ship, etc., but I hope you will be compensated for it during my absence. Keep some of the fastest vessels on the blockade 30 or 40 miles in the offing, and you will catch all the blockade runners and break up the Havana trade completely.

The *Monongahela*, *Albatross*, *Lackawanna*, *Tennessee*, and some of the captured vessels are very fast, and captured vessels are only fit for such cruising.

Lieutenant-Commander Adams commands at Ship Island with ability, and as soon as the little boat *Commodore* is finished you can put two or three boats in the [Mississippi] Sound and Lake Pontchartrain and break up the smuggling in that quarter. Brashear City will require two boats; there are four there now, and you can keep one or two down the coast of Texas and Mexico to look after the Confederates.

The English prizes I would recommend for the purpose; the *Antona*, *Arizona*, and *Princess Royal* when they can be spared. I would let the blockaders keep changing the vessels so as to give the men a run on shore to prevent scurvy from getting among the crew.

These are very general instructions, but of course they are only general, and in confiding this charge to you I feel that it will be executed with as much fidelity and judgment as by myself.

Wishing you a pleasant time, I remain, very truly, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Commodore H. H. BELL,
Commanding Texas Blockade.

P. S.—I shall sail as soon as I can make my arrangements and not wait for your arrival, believing that all will be well comprehended by you from these general instructions.

Respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Bell, U. S. Navy, previous to the departure of the former for the North.

NEW ORLEANS, July 29, 1863—10 p. m.

DEAR COMMODORE: I am so anxious to get off that I send the *Albatross* down to let you know that I will keep Captain Emmons here to sign papers and keep the wheels a rolling until you arrive. There are certain duties that must be done daily, such as sign requisitions and papers. When your ship arrives he can take her and go home, and you take the *Pensacola*. The Government appears to have sent out a machinist to work at her engines as much as he wishes. I have taken no notice of him, but shall tell the Department what I think of it.

Poor Morris; how sad it was to see his mind so fading; the only thing he dwelt upon was how he would arrange it with you when he came back. I told him that was very easy; that you would be delighted

to go home to see your family and give up the ship and squadron to him. That appeared to satisfy him. Poor fellow; he does not look as if he could get home.

Sartori will be down in a day or two, and you will find plenty getting ready daily.

There are three of the gunboats that will have to go home, *Itasca*, *Winona*, *Kineo*, and perhaps the *Pocahontas*. Hurry up.

Very truly, your friend and obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Commodore H. H. BELL,
Commanding U. S. Forces, Gulf of Mexico.

Order of Commodore Bell, U. S. Navy, to Acting Volunteer Lieutenant Roath, U. S. Navy, to assume command of the U. S. S. Antona.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, July 29, 1863.

SIR: You will proceed on board of the U. S. gunboat *Antona* and relieve Acting Master Thomas Pickering of the command of her, he having been ordered to the North.

You will be particular to receive from him the sailing instructions of the vessel and all the regulations and laws left in her by her late commander, Acting Master Charles T. Chase.

Very respectfully,

H. H. BELL,
Commodore.

Acting Volunteer Lieutenant WARRINGTON D. ROATH,
U. S. S. New London, off Galveston.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant Dewey, U. S. Navy, to proceed to duty on the U. S. S. Brooklyn.

FLAG-STEAMER TENNESSEE,
New Orleans, July 29, 1863.

SIR: You are hereby detached from duty on the U. S. S. *Monongahela*, and you will report yourself to Commodore H. H. Bell for duty on board the U. S. S. *Brooklyn*.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Lieutenant GEORGE DEWEY,
U. S. S. Monongahela.

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Emmons, U. S. Navy, to assume command of the West Gulf Squadron until the arrival of Commodore Bell.

FLAG-STEAMER TENNESSEE, *July 30, 1863.*

SIR: You will take charge of the affairs of the squadron as senior officer in New Orleans until the arrival of Commodore Bell at this city, at which time you will turn things over to him as temporary commander of the squadron, giving him all the information in your possession.

Commodore Bell will turn over the command of the *Brooklyn* to you as soon as he can, and will permit you to take her to New York for repairs, which, it is hoped, will be made as soon as possible, and return to the station.

Your principal duties will be the attending to the repairs of the vessels now going on, in which you will be assisted by the engineer of the fleet, Mr. Shock, and the carpenter of the *Pensacola*. The fleet paymaster, Mr. Dunn, will attend to the financial matters under your supervision and signature.

The signing requisitions and papers to vessels going across the lake and in the Mississippi will be the most of your work, but it will be well not to sign a pass until it has been signed by the collector and military commander, and it will save you much trouble. Lieutenant-Commander Perkins, of the *Pensacola*, will give you all the information in relation to ordnance stores, coal, etc.; they are in charge of Gunner Roe. Mr. Starrett, the ordnance officer of the station, has a leave for one month, and will be back in about three weeks. The ordnance vessel is going to Pensacola, where there is a large quantity of ordnance stores, in the bark *Anderson* and the *Nightingale*, of every description.

The mortar boats are all bound to Pensacola for repairs and the health of their crews. I wish the vessels sent out to the different blockades as fast as repaired, always keeping at this city the *Pensacola*, *Portsmouth*, and store vessels, and such others as the commanding officer may think necessary for the safety of the place.

I wish the *Calhoun* and *Commodore* sent round to the [Mississippi] Sound as soon as finished; the latter should be under the direction of Lieutenant-Commander Adams for a few days before going into Lake Pontchartrain to clear the bayous of smugglers, etc., in the sound, as an assistant to the *Jackson*.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Captain GEO. F. EMMONS, U. S. Navy,
Commanding U. S. S. Monongahela.

Order of Rear-Admiral Farragut, U. S. Navy, to Captain Jenkins, U. S. Navy, commanding U. S. S. Richmond, to proceed to New York.

FLAG-STEAMER TENNESSEE,
New Orleans, July 30, 1863.

SIR: You will proceed, with the U. S. steam sloop *Richmond* under your command to New York, and upon your arrival report in writing to the honorable Secretary of the Navy, stating that you require extensive repairs and that the terms of enlistment of the majority of your crew have expired or will expire in August.

You will report your arrival in person to the commandant of the New York navy yard.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Captain T. A. JENKINS,
Commanding U. S. Steam Sloop Richmond.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Cooke, U. S. Navy, to resume command of the U. S. S. Estrella.

U. S. FLAGSHIP TENNESSEE,
New Orleans, July 30, 1863.

SIR: Having been honorably acquitted of the charges preferred against you, you will relieve Acting Volunteer Lieutenant Wiggin in the command of the U. S. S. *Estrella*.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Lieutenant-Commander A. P. COOKE, U. S. Navy.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Volunteer Lieutenant Upton, U. S. Navy, to resume command of the U. S. S. Arizona.

U. S. FLAG-STEAMER TENNESSEE,
New Orleans, July 30, 1863.

SIR: Having been honorably acquitted of the charges preferred against you, you will resume command of the U. S. S. *Arizona*.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Acting Volunteer Lieutenant D. P. UPTON, U. S. Navy.

Order of Rear-Admiral Farragut, U. S. Navy, to the senior officer in Berwick Bay, regarding affairs in those waters.

FLAG-STEAMER TENNESSEE, July 30, 1863.

SIR: I am delighted to find that the *Sachem*, Captain Johnson, and yourself got round in time to take possession of the bay and its dependencies.

If you can do anything in the way of following them up and capturing some of them, as an evidence of your energy, let the commanding officer, Commodore Bell, know as soon as the vessels can be spared, so that you can go somewhere else.

Captain Crocker has a little project on hand for the *Sachem*, which I think well of, and will inform Commodore Bell of it and let him say when they can go down there.

Send the *Hollyhock* back as soon as she can be spared.

Respectfully,

D. G. FARRAGUT,
Rear-Admiral.

THE SENIOR OFFICER AT BERWICK BAY.

Report of Rear-Admiral Farragut, U. S. Navy, regarding the impaired condition of vessels arriving on the West Gulf station.

No. 129.]

FLAG-STEAMER TENNESSEE,
New Orleans, July 30, 1863.

SIR: The Department would be astonished to see the condition in which vessels are sent out to me on this station. To explain, I will

remark that I have at least six vessels in this port just out from the North. It being necessary to dispatch a vessel to Galveston to relieve the *Bienville* (said to require urgent repairs to her rudder), I found that I had not a vessel that could be gotten ready for sea in less than forty-eight hours, and they required from that period to ten days, generally averaging from five to eight days. It is not surprising that the gunboats which have been long cruising should be in this condition, but there is no difference between them and the new vessels. This state of affairs is owing to the rapid increase in the engineer corps. The majority of them know very little of their duties, and their engines are cut up and ruined by neglect and want of proper care, and I might have added occasionally by experimenting, as in the case of the *Pensacola*, where the agent of Mr. Sickles the other day barely missed killing some four or five men, and the *Pensacola* can not move, be her necessities what they may, in less than two or three weeks.

Three of the ships and three of the gunboats I will be compelled to send home to repair before they can perform winter service in the Gulf. We will do better when we get away from the influence of this city, which I will do for them as soon as possible.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Franklin, U. S. Navy, to assume command of the U. S. S. Oneida.

FLAG-STEAMER TENNESSEE,
New Orleans, July 31, 1863.

SIR: So soon as your leave has expired you will report yourself to the senior naval officer present here for the command of the U. S. steam sloop *Oneida*.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Lieutenant-Commander S. R. FRANKLIN, U. S. Navy.

Order of Rear-Admiral Farragut, U. S. Navy, to Commander Sartori, U. S. Navy, to assume command of the U. S. S. Monongahela.

U. S. FLAG-STEAMER TENNESSEE,
New Orleans, July 31, 1863.

SIR: So soon as Captain Emmons is ready to take command of the *Brooklyn* you will relieve him of the command of the U. S. S. *Monongahela*.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commander L. C. SARTORI,
Commanding U. S. Ship Portsmouth.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Perkins, U. S. Navy, to assume command of the U. S. S. Sciota.

FLAG-STEAMER TENNESSEE,
New Orleans, July 31, 1863.

SIR: You are hereby detached from the U. S. steam sloop *Pensacola*, and you will report to the senior naval officer present here for the command of the U. S. gunboat *Sciota*.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Lieutenant-Commander GEO. H. PERKINS,
U. S. Steam Sloop Pensacola.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant-Commander Henry, U. S. Navy, to assume command of the U. S. sloop Portsmouth.

FLAGSHIP TENNESSEE,
New Orleans, July 31, 1863.

SIR: You are hereby detached from the U. S. gunboat *Sciota*, and you will report to the senior officer present here for the command of the U. S. sloop *Portsmouth* as soon as she is vacated by Commander Sartori.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Lieutenant-Commander E. W. HENRY,
Commanding U. S. Gunboat Sciota.

Order of Rear-Admiral Farragut, U. S. Navy, to Acting Master Green, U. S. Navy, to assume command of the U. S. S. Commodore.

FLAG-STEAMER TENNESSEE,
New Orleans, July 31, 1863.

SIR: You are hereby detached from duty on board the U. S. S. *Oneida*, and you will report to the senior naval officer present here for the command of the U. S. S. *Commodore*, now building at this place.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Acting-Master FRANCIS [M.] GREEN,
U. S. S. Oneida.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant McNair, U. S. Navy, to report for duty on board the U. S. S. Pensacola.

FLAG-STEAMER TENNESSEE,
New Orleans, July 31, 1863.

SIR: You are hereby detached from the U. S. S. *Seminole*, and you will report to the senior naval officer present here for duty on board the U. S. steam sloop *Pensacola*.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Lieutenant F. V. MCNAIR,
Commanding U. S. S. *Seminole*.

Order of Commodore Bell, U. S. Navy, to Commander Mullany, U. S. Navy, to assume temporary command of the Texas blockade.

U. S. STEAM SLOOP BROOKLYN,
Off Galveston, July 31, 1863.

SIR: You will take command of the blockading forces on the coast of Texas until the arrival of Captain George F. Emmons or some other officer who may be appointed to relieve you.

You will please dispatch one of the gunboats without delay to the Rio Grande to look after the trade at that point, especially the steamers, five in number, which are said to be lying there. The *Sir William Peel* is said to be one of them, and that she is preparing or fitting for a privateer. If there shall appear to be any good grounds for the impression, the officer sent on this duty should demand the energetic interference of the Mexican authorities, and should keep a vigilant watch upon her, and overhaul her as soon as she quits neutral waters. He can send the *Antona* to give you correct information as to the vessels there.

You will please send the *Antona* to take Acting Master George Taylor and the launch of the bark *W. G. Anderson* to that vessel blockading off Aransas and to bring back Mr. Taylor to this ship. Having performed this duty, dispatch her to cruise under the orders previously given her by Rear-Admiral D. G. Farragut, directing her commander to proceed first to the Rio Grande and act in concert with the senior officer there should that officer consider his presence necessary.

When you can spare the *New London* send her to join the *Owasco* on blockade off Sabine Pass.

Address to me at New Orleans all communications intended for the commanding officer of the Western Gulf Blockading Squadron.

Very respectfully,

H. H. BELL, *Commodore*.

Commander J. R. M. MULIANY,
Commanding U. S. S. *Bienville*, off Galveston.

Order of Rear-Admiral Farragut, U. S. Navy, to Commodore Bell, U. S. Navy, to hoist his broad pennant on the U. S. S. Pensacola.

FLAGSHIP HARTFORD,
New Orleans, August 1, 1863.

COMMODORE: You will hoist your broad pennant upon the *Pensacola*, and thence wherever you may think fit temporarily to go.

I think you will find the *Tennessee* a very comfortable vessel to use for the purpose of moving about when you wish to visit the squadrons or *Pensacola*.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

Commodore H. H. BELL, U. S. Navy,
Commanding Western Gulf Blockading Squadron.

Letter from Rear-Admiral Farragut, U. S. Navy, to Acting Rear-Admiral Porter, U. S. Navy, previous to the departure of the former for the North.

U. S. FLAGSHIP HARTFORD,
New Orleans, August 1, 1863.

ADMIRAL: I congratulate you upon your arrival at this city and rejoice that we have been able to meet here to make the transfer of the charge of the Mississippi River from New Orleans to the headwaters, and at the same time to receive the announcement from you that the entire Mississippi to St. Louis is free from the annoyances of the rebels, and that I can carry with me the glad tidings that it is open to commerce.

Your presence off this city will relieve all doubts on the subject, and I hope it will not be closed or interrupted again, but that peace and tranquillity will soon follow these glorious events. I now take my leave for the North to make a short visit to my family. I wish you may have a pleasant summer and a speedy end of your labors, and, like myself, be able to take your departure for home.

Very respectfully and truly, yours,

D. G. FARRAGUT,
Rear-Admiral.

Acting Rear-Admiral D. D. PORTER, U. S. NAVY,
Commanding Western Flotilla.

Order of Commander Mullany, U. S. Navy, to Lieutenant-Commander Dana, U. S. Navy, commanding U. S. S. Cayuga, to proceed to blockade duty off the mouth of the Rio Grande.

U. S. S. BIENVILLE,
Off Galveston, Tex., August 1, 1863.

SIR: You will please proceed with the U. S. gunboat *Cayuga* under your command to the mouth of the Rio Grande, for the purpose of looking after the trade at that point, especially the steamers, five in number, which are said to be lying there.

The *Sir William Peel* is said to be one of them, and that she is preparing or fitting for a privateer. If there shall appear to be any good grounds for the impression, you will demand the energetic interference of the Mexican authorities, and keep a vigilant watch upon her, and overhaul her as soon as she quits neutral waters.

The *Antona* is ordered to cruise off the southern coast of Texas and to communicate with you occasionally for the purpose of such cooperation as you may find necessary in carrying out these orders.

If anything of importance should arise, send the *Antona* to report to me.

You will deliver the accompanying dispatch for the governor of Matamoras to the commander at Bagdad, at the entrance to the Rio Grande.

When you find your coal getting low, you will return to this point for a fresh supply.

Very respectfully, your obedient servant,

J. R. M. MULLANY,
Commander and Senior Officer Present.

Lieutenant-Commander Wm. H. DANA,
Commanding U. S. S. *Cayuga*, off Galveston, Tex.

Report of Commodore Bell, U. S. Navy, of arrival at New Orleans to assume command of the West Gulf Squadron.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, August 4, 1863.

SIR: Rear-Admiral Farragut having placed me on board of the U. S. steam sloop *Pensacola* in temporary command of the Western Gulf Blockading Squadron, I arrived here from Galveston on the 2d instant and assumed the command.

Rear-Admiral Farragut, in the *Hartford*, passed the bar at South West Pass at 7 a. m. of the same day, on his way to the North. The *Richmond*, in command of Captain Jenkins, went out the day before.

Captain James Alden arrived on the night of the 2d, but being too late for the *Richmond*, he is directed to return to Washington. As the *Brooklyn* could not be spared from Galveston blockade without a relief, I left her there until another vessel could be sent to take her place, and I, this morning, dispatched the *Tennessee*, under the command of Lieutenant-Commander E. W. Henry, for that purpose.

The *Brooklyn*, under the command of Lieutenant-Commander Hatfield, will touch at South West Pass to receive her commander, Captain Emmons, and then proceed to the North.

I have the honor to be your obedient servant,

H. H. BELL,
Commodore, Comdg. West Gulf Blockading Squadron pro tem.

HON. GIDEON WELLES,
Secretary of the Navy, Washington City, D. C.

Order of the Secretary of the Navy to Acting Master Seyburn, U. S. Navy, commanding U. S. schooner Kittatinny, to proceed to duty in the West Gulf Squadron.

NAVY DEPARTMENT, August 4, 1863.

SIR: Proceed with the U. S. schooner *Kittatinny* to the Gulf of Mexico and report to Rear-Admiral Farragut for duty in the Western Gulf Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Master I. D. SEYBURN,
Commanding U. S. Schooner Kittatinny, New York.

Letter from Major-General Banks, U. S. Army, to Commodore Bell, U. S. Navy, regarding expected attack upon Ship Island.

HDQRS. DEPT. OF THE GULF, NINETEENTH ARMY CORPS,
New Orleans, August 4, 1863.

COMMODORE: I have the honor to inform you that I hear through many sources that the enemy at Mobile intend making a sudden and vigorous attack on Ship Island. I am satisfied that there is good ground to apprehend such a movement, and will at once send two additional regiments of infantry there.

I respectfully request that you will lend us such aid in that quarter as may be in your power, and would suggest sending a light-draft ironclad into the lake, where it will be held in readiness to act very promptly.

Very respectfully, your most obedient servant,

N. P. BANKS,
Major-General, Commanding.

Commodore H. H. BELL,
U. S. Navy, Commanding, etc.

Letter from Commodore Bell, U. S. Navy, to Major-General Banks, U. S. Army, regarding cooperation against expected attack upon Ship Island.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, August 4, 1863.

GENERAL: I have the honor (at 3 p. m.) to receive your letter of this date, informing me of the probability of an immediate attack being made on Ship Island by the enemy from Mobile.

I have no ironclad of light draft at my disposal, but will immediately dispatch one or more efficient vessels to act in the sound. In the course of two or three days I expect to have two small vessels capable of acting in the lake.

We shall meet them in the [Mississippi] Sound and defeat them if they come.

I have the honor to be, your obedient servant,

H. H. BELL,
Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Major-General N. P. BANKS, U. S. Army.

Order of Commodore Bell, U. S. Navy, to Commander Macomb, U. S. Navy, commanding U. S. S. Genesee, to proceed to the defense of Ship Island.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, August 5, 1863.

SIR: As soon as the *Genesee* can be got ready for sea, you will proceed without delay to Ship Island to assist in its defense. I have been informed by Major-General Banks that he has reliable information that the enemy at Mobile intend to make an immediate attack on Ship Island, and that he will send two infantry regiments there for its defense. You will find there the *Vincennes*, Lieutenant Commander H. A. Adams, and the steamer *Jackson*, who will cooperate with you.

The *Genesee* is the lightest draft vessel of force that I have. Should the enemy appear, attack him with such steamers as you may have, and you will be irresistible. I will send the *Estrella* to-night to assist you. Not one of them should escape; if they come out, follow them up with the *Jackson* and *Estrella*.

I am, very respectfully,

H. H. BELL,

Commodore, Comdg. West Gulf Blockdg. Squadron pro tem.

Commander W. H. MACOMB,
U. S. S. Genesee.

Order of Commodore Bell, U. S. Navy, to Acting Volunteer Lieutenant Wiggin, U. S. Navy, to assume command of the U. S. S. Tennessee.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, August 5, 1863.

SIR: As soon as Lieutenant Cooke appears on board the *Estrella* to relieve you, you will consider yourself detached from her.

Upon the return of the *Tennessee* to this port, proceed on board of her and relieve Lieutenant-Commander Henry of her command.

Very respectfully,

[H. H. BELL],

Commodore, Commanding.

Acting Volunteer Lieutenant GEO. WIGGIN,
Commanding U. S. S. Estrella.

Report of Commodore Bell, U. S. Navy, regarding the force sent to repel the attack upon Ship Island.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, August 6, 1863.

SIR: On the 4th instant Major-General Banks informed me by note that he had reliable information that "the enemy, at Mobile, intend making a sudden and vigorous attack on Ship Island," and requested that I should lend him aid in that quarter.

In compliance therewith I dispatched the steam tug *Jasmine* on the 5th to warn Captain Goldsborough, commanding off Mobile, of the

danger, and suggesting his sending into Mississippi Sound such light-draft steamers as he may have, and informed him that the U. S. steamers *Genesee*, Commander W. H. Macomb, and *Estrella*, Lieutenant-Commander A. P. Cooke, should be sent the same day to Ship Island; and those two vessels were sent that night to Ship Island. When they arrive, there will be in the sound the sloop of war *Vincennes*, the steamers *Genesee*, *Jackson*, and *Estrella*, and perhaps a gunboat or two from Captain Goldsborough. The general informed me that he would send over two infantry regiments. I think they will not have the temerity to attack such a force.

The *Calhoun* is expected to be ready on the 8th and shall be sent there.

I have the honor to be, your obedient servant,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of Commander Mullany, U. S. Navy, to Lieutenant-Commander Hatfield, U. S. Navy, commanding U. S. S. Brooklyn, to proceed to South West Pass.

U. S. S. BIENVILLE,

Off Galveston, Tex., August 6, 1863.

SIR: The *Brooklyn* is hereby detached from the blockade off Galveston, and you will proceed without delay to the South West Pass, Mississippi River, in accordance with the enclosed order from Commodore Bell.

Very respectfully your obedient servant,

J. R. M. MULLANY,

Commander and Senior Officer Present.

Lieutenant-Commander C. HATFIELD,

Commanding U. S. S. Brooklyn, off Galveston, Tex.

Report of Captain Gillis, U. S. Navy, stating the reasons for deferring his departure for the Galveston blockade.

U. S. STEAM SLOOP OSSIPEE,

Off Mobile, August 6, 1863.

SIR: On the receipt of enclosed letter from Commodore H. H. Bell (A), Captain Goldsborough having left for Pensacola on sick ticket, which is forwarded (B), I immediately dispatched the *Kennebec*, Lieutenant-Commander Russell, with the order herewith (C) to communicate with the vessels in Mississippi Sound and to proceed to Ship Island if necessary. The *Aroostook* I also sent to communicate by signal with the *Jackson*, which vessel she did not see, supposed to have gone westward. The *Kennebec* to return here as soon as practicable, as the rumor might have been circulated for the purpose of drawing vessels from blockade to enable enemy to run out cotton, which we have been successful in capturing lately; arrivals from Havana also

looked for. The *Lackawanna* at Pensacola for coal and repair of boilers, etc., the *Kanawha* and *Pinola* there for same purpose (the former detained, her commander being ordered on court-martial by Commodore Smith, navy yard, for trial of some men on board the *Potomac*), and the division here, therefore, much reduced in number, I deemed it proper to defer my departure in the *Ossipee* for the second division off Galveston, the charge of which has been assigned me by letter from Rear-Admiral Farragut, received 5th instant. I purpose leaving in a day or two for the Galveston station and would prefer the command of the *Brooklyn*, she being better armed than the *Ossipee* and drawing but little more water. Does not my position entitle me to her?

From what we learn from refugees "Grant's Pass is closed tight." There may be 3 feet of water, but if there is any foundation for rumor received from General Banks the rebels may contemplate an advance by shell road to Pascagoula (distant about 25 miles from Mobile), thence by water in boats to Ship Island, which, even if occupied by them, could not be held long.

It is requisite the *Ossipee* should stop at New Orleans for coal and to have an additional streak of copper put on; the line of which is now under water, exposing the planking to perforation by worms.

I am, sir, very respectfully, your obedient servant,

JNO. P. GILLIS,

Captain and Senior Officer off Mobile, Ala.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure A.]

U. S. STEAM SLOOP PENSACOLA,

New Orleans, La., August 5, 1863.

SIR: I was informed yesterday by Major-General Banks that he has obtained information that the enemy at Mobile intend to make an immediate attack on Ship Island, and that he will dispatch thither two infantry regiments to assist in its defense.

You will please make your arrangements accordingly. If you have suitable vessels, send them into the sound through Horn Island Pass to meet them there, in case they should try to go through Grant's Pass.

I have ordered the *Genesee*, Commander Macomb, to Ship Island to look out for them there; she will leave immediately. I will send the *Estrella* also to Ship Island to-night, if I can get her off. These are the only vessels of light draft that can move from here at present, and I leave it to you to make the proper disposition of your forces to cut off and destroy anything they may send out, and to defend Ship Island.

If they send rams, ram them in turn; our vessels are much the strongest.

I am, very respectfully, your obedient servant,

H. H. BELL,

Commander, Comdg. West Gulf Blockdg. Squadron pro tem.

Captain JOHN R. GOLDSBOROUGH,

Commander of U. S. Naval Forces off Mobile Bar.

[Enclosure C.]

U. S. STEAM SLOOP OSSIPEE,
Off Mobile, August 6, 1863.

SIR: I am informed by Commodore Bell that an immediate attack is contemplated by the rebels on Ship Island.

The *Genesee*, Commander Macomb, has been ordered to Ship Island. She will leave immediately. The *Estrella* also left last night.

If the enemy has rams, ram them in turn if your vessels are strong enough. They may intend sending boarding parties in small vessels. Take all precautions and give them a warm reception.

I regret we have not light-draft vessels to send into the sound.

One of the vessels will proceed to Horn Island Pass to watch Pasca goul, the other to remain in sound to guard Grant's Pass.

The *Kennebec* will execute this order and proceed to Ship Island if necessary.

Very respectfully

JNO. P. GILLIS,
Captain and Senior Officer off Mobile.

COMMANDING OFFICER,
Ship Island.

Order of Commodore Bell, U. S. Navy, to Lieutenant-Commander Cooke, U. S. Navy, commanding U. S. S. Estrella, to assist in the defense of Ship Island.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, August 8, 1863.

SIR: Proceed without delay to Ship Island to assist in its defense, and report upon your arrival there to the commanding officer of the U. S. Navy present. If he is not already informed, let him know that Major-General Banks is apprised of an attack which the enemy at Mobile intend to make. You should find there the *Genesee*, *Vincennes*, and *Jackson*, and two or three regiments of United States troops.

I am, very respectfully,

H. H. BELL,
Commodore, Comdg. West Gulf Blockdg. Squadron pro tem.

Lieutenant-Commander AUGUSTUS P. COOKE,
U. S. S. Estrella.

Order of Commodore Bell, U. S. Navy, to Lieutenant-Commander Bigelow, U. S. Navy, commanding U. S. S. Calhoun, to proceed to Mississippi Sound.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, August 8, 1863.

SIR: Proceed without delay to Ship Island and report to the senior officer there for duty in Mississippi Sound and adjacent waters. An experienced pilot has been ordered to you.

I am, very respectfully,

H. H. BELL,
Commodore, Comdg. West Gulf Blkdy. Squadron pro tem.

Lieutenant-Commander BIGELOW,
U. S. S. Calhoun.

Report of Captain Jenkins, U. S. Navy, commanding U. S. S. Richmond, of arrival at New York.

U. S. S. RICHMOND,
Navy Yard, New York, August 8, 1863.

SIR: I have the honor to report the arrival of this ship under my command, at this anchorage, after a passage of eight days from the Delta of the Mississippi River.

I transmit herewith a copy of the orders I received from Rear-Admiral D. G. Farragut, commanding the West Gulf Blockading Squadron, dated July 30, ultimo. In obedience to those orders, I have respectfully to report that in a smooth sea, and under the most favorable circumstances for steaming, this ship leaks more than the bilge pumps can pump out, rendering auxiliary pumps necessary at all times; that the hull, spars, and rigging have been very much cut up in the numerous conflicts with the rebel forts and batteries on the Mississippi River, rendering extensive repairs necessary; that the terms of service of a large number of the crew now on board have already expired; that all the officers and men are suffering more or less from the effects of the malaria of the region in which the ship has been employed during this and the last summer, and that it is my opinion and that of the surgeon of this ship that the best interests of the country would be subserved by discharging the entire crew.

The Department is aware of the good service rendered by the crew and officers of this ship in the Mississippi River, in the capture of New Orleans and Port Hudson, and in the numerous conflicts with the enemy's forts and batteries in the Mississippi from its mouth to Vicksburg, and I would, therefore, for myself and in behalf of Captain Alden (lately in command), respectfully solicit the most favorable consideration for them.

I am, very respectfully,

THORNTON A. JENKINS,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Commodore Bell, U. S. Navy, to Brigadier-General Bowen, U. S. Army, provost-marshal at New Orleans, forwarding captured letters.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, August 10, 1863.

GENERAL: Acting Master F. H. Grove, commanding the U. S. schooner *Corypheus* in the lake, captured a boat on the 8th and secured a number of letters which were thrown overboard from her. They are all enclosed to you. One of them you will observe is addressed to Major-General R. E. Lee, commanding Army of Virginia. I place them in your hands for such action as you may deem necessary in the absence of Major-General Banks.

I have the honor to be, your obedient servant,

H. H. BELL,
Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Brigadier-General BOWEN,
Provost-Marshal, New Orleans.

Order of Commodore Bell, U. S. Navy, to Commander Macomb, U. S. Navy, commanding U. S. S. Genesee, sending the U. S. S. Calhoun for service in Mississippi Sound.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, August 10, 1863.

DEAR SIR: I send you the *Calhoun* to take her place in the sound, and to cruise, as you think she may be spared, among the small islands on the Mississippi shore, to break up the contraband trade and blockade runners thence to the Mississippi and Alabama shores, in the form of oyster boats from 5 to 20 tons burden. But the *Calhoun* is to be kept in the sound for the present, with the *Jackson*, near Grant's Pass, to watch the enemy there. She is a good ram, and will cut through everything she may strike. The *Estrella* should be kept near you, operating on the crafts referred to. I enclose to you an order detaching Acting Master D'Oyly from the *Jackson*. There is a report here of his having already left her, and of some one else being in command, I believe Acting Volunteer Lieutenant Pennington. You will please send the *Estrella* into the lake to bring me the proper information without delay, as I must make the appointment.

Lieutenant-Commander Adams discovered a quantity of cut timber secreted on Horn Island.

Some parties from here having a permit to cut wood on that island are after it; take care they don't get it. Lieutenant-Commander Adams having seized it, he had better have it shipped to Pensacola navy yard for the use of the Navy, you first ordering an appraisement.

I am, respectfully,

H. H. BELL,
Commodore, Comdg. West Gulf Blockading Squadron pro tem.
Commander W. H. MACOMB,
U. S. S. Genesee.

Order of Commodore Bell, U. S. Navy, to Captain Emmons, U. S. Navy, to proceed to New York in command of the U. S. S. Brooklyn.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, August 10, 1863.

SIR: Having transferred the command of the *Monongahela* to your successor, Commander L. C. Sartori, and being relieved as the senior naval officer here by myself, you will assume command of the U. S. steam sloop *Brooklyn*, now in this port, and as soon as she is coaled, proceed in her to the New York navy yard. Report your arrival to the honorable Secretary of the Navy.

I am, very respectfully, your obedient servant,

H. H. BELL,
Commodore, Comdg. Western Gulf Blockading Squadron pro tem.
Captain GEORGE F. EMMONS, U. S. Navy,
U. S. Steam Sloop Brooklyn.

Order of the Secretary of the Navy to Commodore Bell, U. S. Navy, commanding West Gulf Squadron pro tem.

NAVY DEPARTMENT, August 10, 1863.

SIR: During the absence of Rear-Admiral Farragut, you will hoist the blue broad pennant of a commodore at the mainmast head, and will be designated as Commodore, Commanding West Gulf Blockading Squadron pro tem.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commodore H. H. BELL, U. S. Navy,
Comdg. West Gulf Blkdg. Squadron pro tem., New Orleans.

Letter from the U. S. consul at Tampico, to the collector of customs at New Orleans, regretting the absence of a United States vessel during the important national changes occurring in Mexico.

CONSULATE OF THE UNITED STATES OF AMERICA,
Tampico, August 10, 1863.

SIR: I have the honor to enclose herewith triplicate invoice of the cargo per *Henry Travers*, to sail immediately for your port.

This place was abandoned yesterday by the Mexican forces, and the French troops from an expedition sent hither from Vera Cruz are just taking possession of it. This affair seems to require the attention by our Government, as well as that of every loyal citizen. I regret exceedingly that we are without one of our vessels of war on this coast to give protection to our commerce and to witness these extremely important national changes. Perhaps it may be in your power to persuade Commodore Farragut or General Banks to send a gunboat down here.

I am, with great regard, your most obedient servant,

FRANKLIN CHASE.

COLLECTOR OF CUSTOMS,
New Orleans.

P. S.—Will you please forward the enclosed dispatch for Washington, and cause the letter to be sent to the post-office.

F. C.

Report of Lieutenant-Commander Dana, U. S. Navy, commanding U. S. S. Cayuga, regarding the capture of the schooner J. T. Davis, off the Rio Grande.

U. S. S. CAYUGA,
Off the Rio Grande, August 10, 1863.

SIR: I have the honor to report the capture of the schooner *J. T. Davis* this morning off this river. She had neither colors, papers, nor log book on board. The master acknowledged that he had run out of San Luis Pass, Texas, near Galveston.

The cargo consists of 97 bales of cotton; average weight of bales, 510 pounds.

Nine persons were found on board, viz: Master F. Halbig (Prussian), Mate Thomas Wilson (Dane), Benjamin Crone (German), G. Halbig (Prussian), Frank Silvia (Portuguese), John Fratan (Portuguese), George Schrien (German), John Crawford, boy (Texan), William Beste, supercargo (German).

I will send her in charge of a prize master to the prize commisisoners at New Orleans for adjudication.

Very respectfully, your obedient servant,

W. H. DANA,

Lieutenant-Commander, Commanding U. S. S. Cayuga.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commander Palmer, U. S. Navy, commanding U. S. S. Hartford, announcing arrival at New York.

U. S. FLAGSHIP HARTFORD,
New York, July [August] 10, 1863.

SIR: I have the honor to report the arrival of this ship at this port in nine days from the city of New Orleans, whither she was ordered for repairs, the damages which have occurred to her in her various actions having rendered her unfit for sea service in anything like bad weather. She will probably require new masts and bowsprit, all of which have been badly cut by shot; new lower rigging will be likewise required, they having been damaged in a similar manner. In the upper part of her hull she has been seriously wounded in several places by shot and shell; below the water line, however, she is intact; there will consequently be no positive necessity for her going into dock.

She has been ashore but once during the period in which I have commanded her, and that was in the mud on the bar at South West Pass in February last whilst in charge of a pilot.

I shall transmit to the Bureau of Equipment and Repair the reports of the boatswain and carpenter which show the repairs required.

Very respectfully, your obedient servant,

J. S. PALMER,

Commander.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Rear-Admiral Farragut, U. S. Navy, announcing his arrival at New York.

No. 134.]

FLAGSHIP HARTFORD,

New York, August 10, 1863.

SIR: I have the honor to report my return North in the flagship *Hartford* in accordance with your letter of June 15. On the 1st instant Acting Rear-Admiral D. D. Porter arrived at New Orleans in his flagship *Black Hawk*, accompanied by the gunboat *Tuscumbia*; he announced to me that the Mississippi River was undisturbed by the enemy from Cairo to New Orleans, whereupon I wrote him a congratulatory note (A) upon my being able to do in person what I had before done in letter (B), viz, turn over to him the command of

the Mississippi River from New Orleans to its headwaters. I then informed him that I should depart for the North on a short leave. My arrangements having been previously made, I left New Orleans at 6:30 p. m. that day (1st instant) and arrived here to-day, making the passage in nine days and no hours.

This ship, the *Richmond*, and *Brooklyn* all require extensive repairs before they are fit for winter service in the Gulf. This vessel requires, however, less repair than either of the others, as she is uninjured below the water line, except perhaps her stem, the extent of damage to which can only be ascertained by docking.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, on his arrival at New York.

NAVY DEPARTMENT, August 11, 1863.

SIR: Your telegram reporting your arrival in New York is received. I congratulate you on your safe return from labors, duties, and responsibilities unsurpassed and unequalled in magnitude, importance, and value to the country by those of any naval officer. I will not now enumerate the many signal achievements you have accomplished from that most splendid one which threw open the gates of the Mississippi and restored the Crescent City again to the Union to the recent capture of Port Hudson, the last formidable obstruction to the free navigation of the river of the great central valley. A respite from the labors and responsibilities which have been imposed upon you and which you have borne so heroically under difficulties and embarrassments which only the Department can know and appreciate was due you, and I welcome you home to an interval of repose.

It will give me pleasure to see you in Washington whenever it may suit your convenience, but I neither ask nor expect that you will immediately repair hither for the purpose of reporting to the Department. We shall shortly have weather less oppressive, and, after resting with your family, select your own time and convenience for repairing to Washington. Give your officers and men such leave as you deem best.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT, U. S. Navy,
New York.

Order of Commander Mullany, U. S. Navy, to Lieutenant-Commander Dana, U. S. Navy, commanding U. S. S. Cayuga, to return to Galveston.

U. S. S. BIENVILLE,
Off Galveston, Tex., August 11, 1863.

SIR: If the contraband steamers that you were dispatched to look after have left Matamoras, you will please return with the *Cayuga* to

the blockading station off Galveston as soon as the *Princess Royal* arrives off the Rio Grande.

Very respectfully, your obedient servant,

J. R. M. MULLANY,
Commander and Senior Officer Present.

Lieutenant-Commander WM. H. DANA,
Commanding U. S. S. Cayuga, off Rio Grande.

*Letter from the U. S. consul at Matamoras to Commander Woolsey,
U. S. Navy, promising evidence in the case of the Celt.*

CONSULATE OF THE UNITED STATES OF AMERICA,
Matamoras, August 11, 1863.

SIR: I have this moment received your letter of the 10th, and will procure all the evidence I possibly can in the case of the *Celt*, and will send it down to-morrow.

Arnold Harris I have not seen since he was here with Captain Chase.

I am, sir, very respectfully, your most obedient,

L. PIERCE, Jr.,
U. S. Consul.

Commander M. B. WOOLSEY, U. S. Navy,
Commanding U. S. S. Princess Royal.

Letter from Commander Woolsey, U. S. Navy, to the governor of Matamoras, Mexico, extending the courtesies of the vessel.

U. S. S. PRINCESS ROYAL,
Off Rio Grande, August 11, 1863.

SIR: Correct courtesy requires that upon learning of your arrival in Boca del Rio Grande I should call upon you and pay my respects in person, which I am very anxious to do, and regret the necessity which compels me to forego that honor and pleasure.

The present state of the Texas frontier, the nature of the duty upon this coast, which renders it absolutely necessary that the commander of this ship should always be on board, and also the nature of my instructions from the Government, imperatively prevent me from leaving this vessel. I should, however, be pleased to receive your excellency on board of this ship; if your excellency will bring your flag with you, it shall be worn at the masthead of this vessel while you are on board.

With assurances of distinguished consideration, I am, respectfully, your obedient servant,

M. B. WOOLSEY,
Commander.

His Excellency the GOVERNOR OF MATAMORAS [TAMAULIPAS].

NOTE.—The governor of Tamaulipas visited this ship the same day, accompanied by the captain of the port and an interpreter. The Mexican flag was not worn at the masthead, but in lieu thereof it was hoisted at the fore, over a salute of fifteen guns, upon his leaving the ship.

M. B. WOOLSEY,
Commander.

Seizure off coast of Texas of the hermaphrodite brig Atlantic, August 10, 1863.

Report of Commander Woolsey, U. S. Navy, commanding U. S. S. *Princess Royal*.

U. S. S. *PRINCESS ROYAL*,
Off *Rio Grande, Mexico, August 13, 1863.*

SIR: I respectfully submit the following report of the particulars of the capture of the hermaphrodite brig *Atlantic* by this vessel.

On the 10th instant, Acting Master Charles T. Chase, late in command of the gunboat *Antona*, which vessel was then getting underway for Galveston, gave me the following information: The brig *Atlantic* has cotton on board direct from the Texas shore, and the captain of said brig told me that he would swear to the fact, and further said that if a private interview could be granted it would be to the advantage of the United States Government. The cause of the captain's singular proceeding was, he says, in consequence of a misunderstanding between him and the parties chartering the vessel. After receiving this information from Acting Master Chase, I waited for the captain of the *Atlantic* to get on board his vessel, then placed a guard on board of her.

Since then I have obtained the following information through Acting Assistant Paymaster J. H. Stevenson, whom I sent to Matamoras, to whom Captain Lussan (of the brig *Atlantic*) made the following statement: "I was taken into Key West in this same *Atlantic* while bound for this port by a United States vessel as a prize, and lay there thirty-six days, but I was smart enough to fool the authorities, notwithstanding I had contraband of war on board. I escaped from them, sued the United States Government, and got judgment for the sum of \$10,000, then went off and delivered my cargo all right, which cargo went into Brownsville, Tex., via Matamoras, Mexico." The captain of the said vessel further added that "If you do not look out I will fool you again;" that "I have been in such business a long time, having run the blockade during the Prussian war, and if you are not very sharp I will get to windward of you again."

Mr. Haggart, of New York, now at Matamoras, can testify that the brig *Atlantic* purchased her cotton in Brownsville, Tex.

The U. S. gunboat *Cayuga* was in sight at the time of the capture. The *Atlantic* will be sent to New Orleans for adjudication this evening or to-morrow. The said brig *Atlantic* hails from Nassau, New Providence.

I have the honor to be, sir, very respectfully, your obedient servant,
M. B. WOOLSEY,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Letter from Commander Woolsey, U. S. Navy, to the U. S. consul at Matamoras, regarding the papers of the captured vessel.

U. S. S. *PRINCESS ROYAL*,
Off *Rio Grande, August 14, 1863.*

SIR: On the 10th instant I seized the hermaphrodite brig *Atlantic*, of Nassau, lying in American waters off the coast of Texas, she having violated the laws of the blockade and of nations. Upon being

asked for his papers, the master replied that they were in the hands of the British consul at Matamoras. By the laws of the Navy I can not suffer the master of a captured vessel to escape nor to be absent from his vessel. I could not, therefore, permit him to go in person to procure them, but I gave him permission to send his mate, and offered him every facility. I have detained the vessel three days for that purpose, but there has been no apparent effort on the part of the master to procure them. It is my wish to give an accused party every honest opportunity to clear himself; therefore, if the papers can be procured, I will take them with me to New Orleans, where the vessel has been sent for adjudication.

Respectfully, sir, your obedient servant,

M. B. WOOLSEY,
Commander.

LEONARD PIERCE, Jr.,
U. S. Consul, Matamoras.

Letter from the acting British consul at New Orleans to Commodore Bell, U. S. Navy, asking the destination of the prize.

BRITISH CONSULATE,
New Orleans, September 7, 1863.

SIR: On behalf of the owners of the British brig *Atlantic*, which vessel was taken on the 14th [10th] ultimo, while at anchor at the mouth of the Rio Grande, by the United States gunboat *Princess Royal*, I have the honor to request that you will inform me to what port the brig has been sent.

The agent of the owners is now in this city with papers belonging to and relating to the vessel, and it is necessary that he should be where the *Atlantic* is for the purpose of protecting the interests of the owners.

I have the honor to be, sir, your most obedient servant,

GEORGE COPPELL,
Her Majesty's Acting Consul.

Commodore BELL, U. S. Navy,
Senior Officer, etc., Western Gulf Blockading Squadron.

Report of Commander Woolsey, U. S. Navy, regarding the nonarrival of the prize at New Orleans.

U. S. S. PRINCESS ROYAL,
New Orleans, September 8, 1863.

SIR: The prize brig *Atlantic*, which sailed from the Rio Grande on the 14th ultimo, has not yet arrived at this port, to which she was ordered to come. It therefore becomes my duty to state that I believe she is either lost or recaptured.

The following persons composed her prize crew, viz: Prize master, Acting Ensign F. Aug. Miller; Alexander Gordon, seaman; Henry Jacobson, seaman; Charles Kelly, ordinary seaman; John Sullivan, landsman; William A. Gridley, landsman; Patrick Higgins, landsman.

James H. Titus, the mate of the aforesaid brig, is now a prisoner on board this vessel.

Respectfully, sir, your obedient servant,

M. B. WOOLSEY,
Commander.

Commodore HENRY H. BELL,
*Commanding West Gulf Blockading Squadron,
U. S. Flagship Pensacola, New Orleans.*

Letter from Commodore Bell, U. S. Navy, to the acting British consul at New Orleans, stating that the whereabouts of the prize is unknown.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, September 17, 1863.

SIR: I have received your note of this day's date, and would inform you that the British brig *Atlantic*, seized off the Rio Grande on the 14th [10th] of August last by Commander M. B. Woolsey, commanding the U. S. gunboat *Princess Royal*, was ordered to the port of New Orleans. She has not been heard from since.

I have the honor to be, very respectfully, your obedient servant,

H. H. BELL,
Commodore, Commanding West Gulf Blockading Squadron.

GEORGE COPPELL, Esq.,
Her Majesty's Acting Consul, New Orleans.

Letter from the Secretary of the Navy to Commodore Bell, U. S. Navy, calling attention to the insufficient number of the prize crew.

NAVY DEPARTMENT, *September 16, 1863.*

SIR: The Department would call your attention to the inadequate number of men sent by Commander Woolsey, commanding the U. S. S. *Princess Royal*, as a prize crew on board the brig *Atlantic* (recaptured by her captain and crew).

The number of the prize crew placed on board was seven, including the prize master, the crew of the captured vessel, including the captain and one boy, numbering five.

Very respectfully

GIDEON WELLES,
Secretary of the Navy.

Commodore H. H. BELL,
*Commanding (ad interim) Western Gulf
Blockading Squadron, New Orleans, La.*

Report of Commander Woolsey, U. S. Navy, in response to the Department's statement that the prize crew was inadequate.

U. S. S. PRINCESS ROYAL,
New Orleans, October 2, 1863.

SIR: I have the honor to acknowledge the receipt of a copy of the letter from the honorable Secretary of the Navy, calling your attention to the inadequate number of men sent as a prize crew on board the brig *Atlantic*.

I consider the officer and six men placed on board the *Atlantic*, well armed and well supplied with ammunition, as ample to guard the captain and four men unarmed, particularly as the prize master was supplied with irons with which to confine three of the five men at night, or whenever he should deem it necessary to do so.

The prize crew were all good men, and one of them one of the best petty officers in the vessel.

Acting Ensign F. Aug. Miller was selected as prize master because I considered him one of the most intelligent officers I have, and because he was fresh from a two years' cruise in a regular man-of-war.

The *Atlantic* was within signal distance of this vessel three days after her capture.

I had Mr. Miller in my cabin more than an hour upon the eve of his sailing, and no intimation was given that his force was inadequate.

I am, respectfully, sir, your obedient servant,

M. B. WOOLSEY,
Commander.

Commander HENRY H. BELL,

Commanding West Gulf Blockading Squadron,
U. S. Flagship *Pensacola*, New Orleans.

Report of Commander Woolsey, U. S. Navy, transmitting detailed report of the prize master, Acting Ensign Miller, U. S. Navy.

U. S. S. PRINCESS ROYAL,
New Orleans, October 12, 1863.

SIR: I respectfully forward herewith the report of Acting Ensign F. Aug. Miller, relating to the particulars of the recapture of the prize brig *Atlantic* under his charge; also his log.

Mr. James H. Titus, the mate of the *Atlantic*, was brought on board this vessel a prisoner, in consequence of a representation by Mr. Miller that he would probably give trouble. The captured crew remaining on board the *Atlantic* consisted of her master, three men, and a boy. The prize crew consisted of Mr. Miller (armed with his side arms and revolver), and six men, armed with a sword and pistol each and 20 rounds of ball cartridges. They were also supplied with four pairs of irons. I relieved Mr. Miller and sent for him in my cabin upon the eve of his sailing. After inspecting his chart and directing him as to the course he should steer and giving him the usual instructions to prize masters, I cautioned him to keep his men armed all the time and to keep them aft and to make the watch below sleep alongside the man at the wheel, so that they could be aroused in an instant in case of alarm; to send the brig's men, and not the prize crew, aloft, or, in case it should be necessary to send the prize crew aloft, to put the brig's crew in irons first; to confine them and keep them forward at night, and to keep the master of the brig aft at all times.

I ordered the executive officer to select one of the best petty officers in the ship to relieve Mr. Miller and to select the prize crew with care. I directed Mr. Miller to ascertain by search what liquor the master might have and to throw it overboard before sailing. He was ordered to proceed direct to New Orleans and to take no advice nor suggestions from the captured captain.

For some reason which I have not yet learned one of the first things the prize master did was to suspect his own men, who had been selected with care, and then to disarm them, stowing the arms away in a chest in the cabin. By allowing the prize crew and the brig's crew to mix together and the master to go forward and converse with both, ample opportunity was given for a clandestine arrangement.

If there is to be any extenuation for Mr. Miller, I would respectfully state that I have found him to be one of the most intelligent officers in the ship, and he had ever been vigilant and conscientious in the discharge of his duties, and evincing marked zeal and courage both under fire and in the ordinary routine of the ship.

I am, most respectfully, sir, your obedient servant,

M. B. WOOLSEY,
Commander.

Commodore HENRY H. BELL,
Commanding West Gulf Blockading Squadron,
U. S. Flagship Pensacola, New Orleans.

[Enclosure.]

U. S. S. PRINCESS ROYAL,
New Orleans, October 10, 1863.

SIR: I have the honor herewith to forward you my log, kept while on board the prize brig *Atlantic*, and also to make the following report of the circumstances attendant on the capture of said vessel from the prize crew placed on board by your orders on the 10th of August last, by the former crew and master.

The night preceding the departure of the vessel from Matamoras, I stated to Lieutenant McKay, the executive officer of the *Princess Royal*, that I did not feel any confidence in any of the men placed under my charge for various reasons, and would not, on that account, place arms in their hands; this determination was strengthened by the following circumstances:

On the first day out, having only two men capable of steering the vessel, the others not fit to take the helm even with constant oversight, and the former master of the vessel, Lussan, offering me the services of his men as helmsmen conditionally, I placed one of them in each watch to act as helmsman alone, telling the man Gordon, to whom I had given charge of the port watch, to keep a lookout on them, I took charge of the starboard watch myself, although frequently visiting the deck during the night watches when Gordon had charge of the deck, and during the day keeping a constant surveillance over the actions of Lussan. The third day out I saw Gordon and the former master of the vessel in conversation; it ceasing upon my approach, and Gordon walking off; this aroused my suspicions, and afterwards I stood no watch, but every two or three hours would visit the deck, giving a standing order that I should be called in the event of the wind freshening or the vessel not being able to lay her course. The cabin of the vessel, I would state, is on deck; in dimensions about 12 feet square, folding doors both forward and aft; said doors kept constantly open by my orders; during the night I laid on two trunks on the starboard side of the after door, my head on a stool; apart from the responsibility of my situation, my position, from its uneasiness alone, would cause me to be wakeful during the night. The arms belonging to the prize crew I

did not feel justified in placing in their hands, for, with all but two of my men, it would have been the same as placing them in the hands of the old crew, supposing them to have been faithful even, for besides the intimate manner in which the members of the two crews mingled, I, on several occasions, caught the lookouts that I stationed napping. One of the trunks on which I laid during the night contained these arms, together with the ensign, irons, papers, etc., belonging to the Government; my revolver was always lying halfcocked by my side with my sword in the bunk near me within grasping distance; the doors of the cabin, as I have stated before, were always to be kept open, I having given special orders about it, and at the time of the recapture of the vessel, the man at the wheel, if he had been so disposed, could have leaned over the binnacle and, without much exertion, have touched me as I lay.

The vessel was recaptured at about 4 or 5 a. m. on the 23d of August last. I was awakened by a sense of suffocation and found upon opening my eyes that Lussan had a large handkerchief or a towel round my neck, with which he choked me; the stool on which my head ordinarily rested had been apparently thrown aside, as my head was held between his knees; one of his men sat on my feet, binding them over the end and edge of the trunk, while another man and his boy held my hands, endeavoring to secure them. After an ineffectual resistance, he first bound me hand and foot, and then removing the trunks placed irons on my legs and removed me to a small store room forward of the cabin and about 3 feet square; this was my place of confinement during the day until we reached Havana. At night I was taken into the cabin and permitted to lie on a sofa in front of the after door, under guard. It is evident that a narcotic must have been administered to me, as I not only did not awake after turning in the previous night at 10:30, but as also, after the recapture of the vessel, I, notwithstanding the mental agony that I was suffering, attended also with some slight degree of physical discomfort, again fell asleep, and did not awaken until aroused by Lussan, and feeling stupid and drowsy during the whole of the day.

I was the only person confined in any manner after the recapture of the vessel, the men of the prize crew being allowed to stay on deck, though ordered to remain forward. Upon arriving in Havana I was kept in confinement until the captain of the port came on board, when I was released. I protested against leaving the vessel, and asked the captain, through the means of a gentleman in his boat who spoke English, if I could not retake the brig. He said that he could say nothing about the matter, having no jurisdiction over the affair. Upon landing, I was treated with the greatest consideration and kindness by the Spanish authorities.

Mr. Savage, acting consul-general at Havana, upon my making a statement of the case to him, made a formal demand upon the Spanish authorities that the brig should be given up, but the matter, when I left the island for Key West, on the 30th ultimo, had but little advanced, being referred, it seems, to the Spanish minister at Washington for final decision. I would furthermore state that I was informed from the consulate that my men, having been taken under its charge, seemed always to have money, and also that all of them but the man Gordon disappeared upon the time of their departure approaching. It is certain that some of the men proved to be traitors, as it is impossible that

six men should be taken without the slightest alarm being given, and this it seems was the case, by their own admission, Gordon and Kelly even, although they stated that they resisted, neither crying out nor scuffling even. Jacobson, who was at the wheel, was either a most infernal coward or else was in the interest of Lussan. I think, sir, that every precaution was adopted by me to guard against the recapture of the vessel that, under the circumstances, it was possible to adopt. After her recapture I managed to file through my irons with a penknife that I procured from the cabin one night, but upon asking my men to smuggle a belying pin into my place of confinement they declined upon the ground that too strict a watch was kept upon them when they were allowed to converse with me. This, with other circumstances, showed me plainly, as I thought, that I would meet with no cooperation on their part (unless successful before demanding it) in the event of my attempting the recapture of the vessel, the motions I made in that direction producing nothing but threats and the handling of revolvers by the former master of the vessel. My treatment after the recapture of the vessel was upon the whole very good—much better than one would naturally expect—except at certain times, when the master of the brig seemed to suppose that I was about to attempt a recapture.

Permit me to add in connection with this affair that after the recapture of the vessel, while heading for the coast of Cuba on the 26th of August last, Lussan informed me that an American side-wheel gunboat had passed us, steering to the northward, during the morning, and that he had hoisted the French flag, having painted a number (14) on each of his bows and quarters and intending to pass himself off as a French transport. On September 2, also while off the coast of Cuba, Bahia Honda to the southward of us, a United States brig of war passed us, standing to eastward and northward, at first steering for us, but, upon Lussan's hoisting the French colors, keeping off again. As she passed out of my sight she seemed to be sending up her fore-royal yard, Lussan saying that he was not at all afraid of the Yankee cruisers; he had seen too many of them; and further divulged during his boasting that the negro pilots employed on our gunboats on our Southern coast and off Nassau write to their wives the stations and anticipated movements of the vessels, the women selling the letters to the secessionists.

Hoping that the preceding statements may prove satisfactorily that I at least endeavored to do my duty,

I remain, very respectfully, your obedient servant,

F. AUG. MILLER,

Acting Ensign, U. S. Navy.

Commander M. B. WOOLSEY, U. S. Navy,

U. S. S. Princess Royal, New Orleans, La.

Report of Commodore Bell, U. S. Navy, regarding the return of two of the prize crew and desertion of the balance at Havana.

U. S. STEAM SLOOP PENSACOLA,

Off New Orleans, La., October 30, 1863.

SIR: Acting Ensign F. Augustus Miller, prize master of the brig *Atlantic*, recaptured by the original crew and taken into Havana, returned to the *Princess Royal* on the 9th instant, accompanied by

Alexander Gordon, captain of forecastle. The rest of the prize crew, Henry Jacobson, seaman; Charles Kelly, ordinary seaman; John Sullivan, landsman; William A. Gridley, landsman; Patrick Higgins, landsman, deserted at Havana, and I incline to the belief that, although Gordon has returned to his ship, he and the prize crew were willing captives and were accessory to the recapture of that vessel, though there is no proof of it.

I have the honor to be, sir, very respectfully, your obedient servant,

H. H. BELL,

Commodore, Comdy. West Gulf Blockading Squadron pro tem.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Abstract log of the U. S. S. *Princess Royal*, Commander M. B. Woolsey.

August 10, 1863.—At anchor off the mouth of the Rio Grande. From 4 to 6 p. m.: Sent Acting Master Gover, with Acting Ensign Miller and a prize crew of 5 men, on board the English brigantine *Atlantic* to take charge of her as a prize to the United States Government. From 6 to 8 p. m.: The first cutter returned, having left Ensign Miller and prize crew on board the brigantine *Atlantic* and taken possession of her, she being loaded with cotton. Also bringing her master (Captain Lussan) on board in charge of Acting Master Gover.

August 11.—At 5 a. m. sent captain of the brig *Atlantic* on board that vessel.

August 12.—At 4:40 a. m. signals from prize brig *Atlantic*. Answered and sent boat to her. Boat returned, giving information that George Wilbery and William Fields, seamen, had deserted from the brig by cutting away a boat from the stern davits, and had landed on the Texan shore. At 9:10 the executive officer went on board the prize brig *Atlantic*. At 1:30 p. m. transferred three men to the brig *Atlantic*.

August 13.—From meridian to 4 p. m.: Received on board Mr. Titus, mate of the brig *Atlantic*. The following men comprise the prize crew of the British brig *Atlantic*: Alexander Gordon, seaman; Henry Jacobson, seaman; Charles Kelly, ordinary seaman; John Sullivan, landsman; William A. Gridley, landsman; Patrick Higgins, landsman, with 6 pistols, cutlasses and belts complete; 1 revolver, frog, and box; also transfer accounts, descriptive lists, and clothes lists, all in charge of Acting Ensign F. Aug. Miller, prize master.

August 14.—At 11:15 a. m. the prize brig *Atlantic* got underway and proceeded to sea.

October 10.—[New Orleans].—From 8 to meridian: Acting Ensign F. Aug. Miller and Alexander Gordon, captain forecastle, reported on board.

Capture of the British schooner Flying Scud, of Nassau, New Providence, August 12, 1863.

Report of Commander Woolsey, U. S. Navy, commanding U. S. S. *Princess Royal*.

U. S. S. *PRINCESS ROYAL*,
Off Rio Grande, August 14, 1863.

SIR: I respectfully submit the following report of the particulars of the seizure of the schooner *Flying Scud*. On the 12th instant Pay-

master J. H. Stevenson and Lieutenant C. E. McKay, of this vessel, returned from Matamoras, where they had been on duty, and Paymaster J. H. Stevenson communicated to me the following statement: "I was informed at Matamoras by Mr. Haggart that the schooner *Flying Scud* had obtained her cotton directly from Texas. I also ascertained from the captain of the brig *Atlantic* that the *Flying Scud* ran the blockade into Brazos, Tex., and there landed 65,000 pounds of powder, 7 tons of horseshoes, and between four and five thousand dollars' worth of medicines. He also informed me that she took a number of bales of cotton on board at that place, and came direct from there to this place." This statement has been confirmed by the crew of the *Flying Scud*. These statements were made in the presence of Lieutenant C. E. McKay, of this vessel.

Captain Lussan, of the brig *Atlantic*, stated to Lieutenant McKay that the captured vessels *Atlantic* and *Flying Scud* belonged to the same parties that owned the *Memphis* and other blockade runners. The master of the *Flying Scud* refuses to come on board this vessel, although every opportunity has been offered to enable him to procure his papers or prove his innocence. He can not be arrested, as he is on Mexican soil.

B. L. Woolsey, captain's clerk, of this vessel, states that when we were about to board the *Flying Scud* the captain of the *Atlantic* remarked, "What is the matter with the *Flying Scud*? You seem to find us all out." This was said without any intimation being made to the aforesaid captain that we intended to seize the *Flying Scud*. The U. S. gunboat *Cayuga* was in sight at the time of the capture.

Very respectfully, sir, your obedient servant,

M. B. WOOLSEY,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Abstract log of the U. S. S. *Princess Royal*, Commander Woolsey, U. S. Navy, commanding.

August 12, 1863.—At 5 p. m. spoke the Danish brig *Pinnan*; sent a boat to her; examined her papers; all correct. Returned to the roads and sent a boat alongside the British schooner *Flying Scud*, of Nassau, New Providence. At 6 p. m. Acting Master Gover with second cutter and 5 men returned on board. At 6:30 p. m. sent Acting Master Gover with 9 men on board the British schooner *Flying Scud*. At 7 came to anchor; bar of the Rio Grande S. by compass, distant 4 miles. NOTE.—At 7 p. m. took charge of the British schooner *Flying Scud*, of Nassau, New Providence; seized her as a prize to the United States Government, she having previously run the blockade in and out of Brazos, Tex. At the time of capturing the *Flying Scud* the U. S. gunboat *Cayuga* was distant about half a mile from us, within signal distance.

August 14.—At 4 p. m. sent prize crew to the *Flying Scud* with their bags and hammocks, transfer accounts, and descriptive lists. Also five pistols, cutlasses, belts, accouterments complete. One revolver, complete. At 5:30 Acting Ensign Paine came on board and received his instructions and returned on board [the prize]. At 6:30 p. m. the prize schooner *Flying Scud* got underway and proceeded to sea.

Letter from Commander Woolsey, U. S. Navy, to the U. S. consul at Matamoras, Mexico, regarding the refusal of the master of the prize to come aboard.

U. S. S. PRINCESS ROYAL,
Off Rio Grande, August 14, 1863.

SIR: The American-built schooner *Flying Scud* was found lying in American waters, having violated the laws of the United States and the blockade, and I seized her on the 12th instant. No papers were found on board, neither was the master on board, and he has not come on board since; furthermore, he has sent word that he does not intend to come. If the master of that vessel does not plead guilty he will certainly come on board and endeavor to clear himself. The *Flying Scud* has been detained here since the time of her capture for the purpose of giving the master an opportunity to get on board with his papers. She will be sent to New Orleans to-day for adjudication. The traffic she has been engaged in has covered her and all connected with her with infamy. It is lamentable that the British flag should be used for such purposes.

I am, respectfully, sir, your obedient servant,

M. B. WOOLSEY,
Commander.

LEONARD PIERCE, JR.,
U. S. Consul, Matamoras.

Report of Commander Mullany, U. S. Navy, transmitting report of the capture of the schooner Betsey, off Corpus Christi, Tex.

U. S. S. BIENVILLE,
Off Galveston, Tex., August 12, 1863.

SIR: The *Antona* arrived here this morning from the Rio Grande in a crippled condition.

I enclose herewith the report of a survey held on her boilers and machinery, and as the propeller in its present state is useless and can not be repaired here, I have directed the commander of the *Bermuda* to tow her to New Orleans.

Acting Master Chase, late commander of the *Antona*, came up in her from the Rio Grande, having been released by General Bee, of Texas, the day after his capture. I have directed him to take passage to New Orleans in the *Antona* and there report to you.

I enclose for your information copies of reports received from Commander Woolsey, commanding U. S. S. *Princess Royal*, and Acting Master Wells, commanding U. S. S. *Antona*.

Nothing of note has transpired here since your departure. The enemy is still at work on the battery at Pelican Spit. I can not discover, however, that he has mounted any guns yet.

Very respectfully, your obedient servant,

J. R. M. MULLANY,
Commander and Senior Officer Present.

Commodore H. H. BELL,
*Commanding West Gulf Blockading Squadron,
U. S. Steam Sloop Pensacola, off New Orleans.*

[Enclosure.]

U. S. S. ANTONA,
Off Galveston, August 12, 1863.

SIR: I beg leave to submit, very respectfully, the following report: Agreeably to your instructions, I sailed from Galveston on the 4th instant on blockade service on the coast of Texas, standing off and on, never farther than 30 miles from, or nearer than about 12 miles to, the land. On the 5th instant I saw and chased a fore-and-aft schooner, but darkness coming on within an hour after she was first seen, it was impossible for us to come up with her before she escaped. On the 6th, Corpus Christi W. by N., 16 miles, Rio Grande S. $\frac{3}{4}$ W., 93 miles, captured schooner *Betsey*, under English colors, from Matamoras for New Orleans, with general cargo, having no manifest and no register, and being only 16 miles from the land; put an officer and prize crew on board and sent her to New Orleans for condemnation. August 8, arrived at the mouth of the Rio Grande and reported to Commander Woolsey, of U. S. S. *Princess Royal*, and on the 10th sailed from thence for Galveston, under orders and dispatches from Commander Woolsey for the senior naval officer off this place. On the 12th arrived off Galveston without having experienced anything worthy of note on the passage, and came to an anchor.

I have the honor to be, sir, very respectfully, your most obedient servant,

L. WELLS,
Acting Master, Commanding U. S. S. Antona.

SENIOR NAVAL OFFICER OFF GALVESTON.

Order of Commodore Bell, U. S. Navy, to Acting Master Jordan, U. S. Navy, commanding U. S. S. Hollyhock, to proceed to Pass à l'Outre in search of suspicious vessels.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, August 12, 1863.

SIR: You will proceed in the *Hollyhock* without delay to Pass à l'Outre to look after a white boat with a skiff astern, which has been reported to me as being a suspicious character and unknown in those waters. She was seen at 3 p. m. to-day about 10 miles back of Pass à l'Outre.

You will make diligent enquiries and examinations after this or any other suspected vessel, and bring in any boat not belonging to the Passes which you may find there without a passport signed by myself or Major-General Banks.

After satisfying yourself of the real character of the boats about the Passes, and that there is nothing piratical nor rebel in the adjacent waters, return to this city.

I am, very respectfully,

H. H. BELL,
Commodore, Comdg. West Gulf Blockdg. Squadron pro tem.
 Acting Master M. JORDAN,
Commanding U. S. S. Hollyhock.

Letter from the Secretary of the Navy to the Chief of Bureau of Steam Engineering, urging efficiency in fitting of vessels.

NAVY DEPARTMENT, *August 12, 1863.*

SIR: I enclose herewith a copy of a dispatch* dated the 30th ultimo, from Rear-Admiral Farragut, and invite your attention to the subject to which it refers—that is, the inefficient condition of the steamers sent out to his squadron. Much of the difficulty is attributed to the employment of incompetent and neglectful persons in the engineer department.

The Department hopes that no efforts will be spared to properly fit and render efficient for service the steamers sent out to the squadrons, and that every endeavor will be made to improve the Engineer Corps, especially the temporary branch of it, and to guard against the appointment of incompetent persons.

With a view to remedy the existing evil of appointing incapable persons as acting assistant engineers, and of selecting those that are qualified for the important and responsible duties devolving upon them, I have addressed a circular letter (copy enclosed) to the commandants at Boston, New York, Philadelphia, and Washington on the subject of such appointments. If these requirements are complied with, it is believed there will be much less complaint in future of the incompetency of the engineers on temporary duty in the Navy.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

B. F. ISHERWOOD, Esq.,
Chief Bureau Steam Engineering.

Letter from Commander Woolsey, U. S. Navy, to U. S. consul at Matamoras, Mexico, forwarding demand for the expulsion or detention of the steamer Sir William Peel.

U. S. S. PRINCESS ROYAL,
Off Rio Grande, August 12, 1863.

SIR: Herewith, I respectfully enclose, to be forwarded through you, a demand for the detention or expulsion of the steam bark *Sir William Peel*. If, however, you find it expedient to modify or alter the language of my letter in any way, so as to better subserve the interests of the United States Government, I beg you will confer with me, that the Mexican authorities may at once have the opportunity to take that immediate action which the case requires. I would also request of his Excellency, the governor of Matamoras, that the starting point of the boundary sea line, established by treaty between the United States and Mexico, be defined by some conspicuous and imperishable mark.

This also requires prompt action, as I am daily obliged to exercise my authority in United States waters, and in such cases I can not wait to confer with the authorities on shore.

Respectfully, your obedient servant,

M. B. WOOLSEY,
Commander.

LEONARD PIERCE, Jr.,
U. S. Consul, Matamoras, Mexico,

* See p. 428.

[Enclosure.]

CONSULATE OF THE UNITED STATES OF AMERICA,
At Matamoras, August 13, 1863.

SIR: Late last evening I received a dispatch from Commander M. B. Woolsey, U. S. Navy, commanding U. S. S. *Princess Royal*, dated August 12, of which the following is an extract:

U. S. S. PRINCESS ROYAL,
Off Boca del Río Grande, August 12, 1863.

SIR: My instructions require me to demand of the Mexican authorities the immediate expulsion or detention of any vessel lying in Mexican waters which I have reason to believe is fitting for a privateer. * * * And I wish further to represent that if the Mexican Government is not in possession of the force to exercise its authority beyond the sea beach, then, in the present case, I have the force.

I am, respectfully, sir, your obedient servant,

M. B. WOOLSEY, U. S. Navy.

LEONARD PIERCE, Jr.,
U. S. Consul, Matamoras, Mexico.

Therefore, I, the undersigned, for Commander M. B. Woolsey, and as the representative of the United States at this port, do demand, in the name and by authority of the Government of the United States of America, the detention or immediate expulsion of the steam bark *Sir William Peel*, now wearing English colors and lying in Mexican waters within the jurisdiction of Matamoras.

I would also request of your Excellency that some conspicuous and imperishable mark might be placed at the starting point of the boundary line established by treaty between the United States and Mexico.

An early reply is respectfully solicited.

I am, sir, with much respect, your most obedient,

L. PIERCE, Jr.,
U. S. Consul.

His Excellency Don MANUEL RUIZ,
Governor of the State of Tamaulipas, Matamoras, Present.

Letter from U. S. consul at Matamoras, Mexico, to Commander Woolsey, U. S. Navy, transmitting copy of letter sent to the governor of Tamaulipas.

CONSULATE OF THE UNITED STATES OF AMERICA,
Matamoras, August 13, 1863.

SIR: The *Webster* returned late last evening with two documents from you. I enclose herewith copy of my letter to the governor, and, as soon as I receive the reply, shall forward it forthwith or go down myself.

I went up this morning and examined the manifest of the *Celt* at the custom-house brokers, and her cargo, as entered at this custom-house, consisted of 259 cases of boots and shoes, some 300 bales of blankets, ready-made clothing, and an assortment of dry goods, such as cassimeres, broadcloths, etc. I can not ascertain that she had anything like arms or ammunition, although such is the report about town. The blankets are gray, and such as are used by soldiers, and

there is not the shadow of a doubt but that they are intended for rebel consumption.

I am, sir, very respectfully, your most obedient,

L. PIERCE, Jr.,
U. S. Consul.

Commander M. B. WOOLSEY, U. S. Navy,
Commanding U. S. S. *Princess Royal*.

August 14.—The *Celt* has been searched and nothing can be found to criminate her. Her papers were procured from the British consul, examined on board the *Princess Royal*, and found to be correct. There is no doubt that she brought goods for the rebels, but so far no evidence can be procured to convict her.

Letter from the U. S. consul at Matamoras to Commander Woolsey, U. S. Navy, referring to the too frequent release of vessels by the Government.

U. S. CONSULATE,
Matamoras, August 13, 1863.

DEAR SIR: I am so completely overrun with business that it will be impossible for me to go down until the first of the week, if then. I am busily engaged in procuring evidence in the case of the *Labuan*, according to the enclosed dispatch, which I send down for your perusal.

The *Labuan* was seized in the fall of 1861, and at the time I wrote to the State Department all about her, every word of which I could have supported by affidavits, but still they released her, and at this late day call upon me for all the testimony I can get, when most of the witnesses are out of town or dead. I send you also a leaf from my copybook, which is a facsimile of my letter to the governor. These authorities are noted for their tardiness, and if I had put it in any other form they would be liable to make excuses. I sincerely hope our Government will not be so prone to release vessels that are seized hereafter as they have been. The *Surprise*, I feel convinced, is bound to Brazos River, some 30 miles west of Galveston. Perhaps it would be well to let her go out and follow her until she reaches the Texas coast and then seize her. The *Oscar* has a cargo for a man by the name of Rodgate. One year ago last June I spent a week on board of the *Montgomery*, then lying off the bar, and while on shore one day I met this man Rodgate. He told me he was going to Europe to buy medicines, or that he had made the rebels believe so, and at the same time I received a letter from this office, which I also send you to read (which, with the dispatch, please return to me by the messenger), and he was also taken on the *Peterhoff*, released, and came direct to this point and through to Texas. If he has any medicines on board, which I can easily find out, the proof is positive that he is, as represented in the enclosed letter, an agent for the rebels.

It will take some time to clear this place thoroughly as it should be; still the presence of your ship is felt here and causes a deal of excitement.

Very truly,

L. PIERCE, Jr.,
U. S. Consul.

Commander M. B. WOOLSEY, U. S. Navy,
Commanding U. S. S. *Princess Royal*.

P. S.—If you have any more demands to make, it will afford me much pleasure to make them for you.

L. P., Jr.

Report of Commodore Bell, U. S. Navy, regarding operations in search of suspected vessels.

U. S. S. PENSACOLA,
New Orleans, August 13, 1863.

SIR: I was informed last night by telegram from the Passes that a strange "rowboat, having a skiff in tow," was observed yesterday afternoon "about 10 miles back of Pass à l'Outre."

I immediately sent the U. S. S. *Hollyhock*, Acting Master M. Jordan, to look after her. The *Hollyhock* should have reached the Pass by sunrise this morning, and will doubtless intercept the boat referred to if she be about the Passes. The U. S. ship *Brooklyn*, Captain George Emmons, started for New York at 5:30 this morning.

Captain Emmons contemplates stopping off Charleston.

I have heard nothing from the Rio Grande, and presume all is right there. The *Princess Royal*, *Cayuga*, and *Antona* were there and in adjacent waters, looking after the *Sir William Peel* and other suspected vessels.

I am, most respectfully, your obedient servant,

H. H. BELL,
Commodore, Comdg. West Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Commodore Bell, U. S. Navy, to Captain Goldsborough, U. S. Navy, regarding vessels for the Mobile blockade.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, August 13, 1863.

SIR: I dispatch the *Monongahela* to you to-day for blockade duty. The machinists are all engaged on the damaged vessels in port. As soon as there is a party to work upon the *Pinola*, say within ten days, I will have her sent here for the needful repairs.

I will be glad to hear from you about the enemy inside and the blockading vessels, as opportunities occur, and also that your health is improving.

I am, very respectfully,

H. H. BELL,
Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Captain GOLDSBOROUGH,
U. S. Frigate *Colorado*, Senior Officer off Mobile Bar.

Order of Commodore Bell, U. S. Navy, to Commander Sartori, U. S. Navy, commanding U. S. S. Monongahela.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, August 13, 1863.

SIR: You will proceed in the U. S. S. *Monongahela* off Mobile bar and report to the senior officer for blockading duty there.

Very respectfully,

H. H. BELL,
Commodore, Comdg. Western Gulf Blockading Squadron.

Commander L. C. SARTORI, U. S. Navy,
Commanding U. S. S. *Monongahela*.

Letter from the U. S. consul at Matamoras, Mexico, to Commander Woolsey, U. S. Navy, commanding U. S. S. Princess Royal, transmitting copy of response of the governor of Tamaulipas.

CONSULATE OF THE UNITED STATES OF AMERICA,
Matamoras, August 15, 1863.

SIR: I enclose herewith a copy of the governor's answer to the demand. As usual with them, it is very indirect, but I shall await your reply.

I am, sir, very respectfully, your most obedient,

L. PIERCE, Jr.,
U. S. Consul.

Commander M. B. WOOLSEY,
Commanding U. S. S. *Princess Royal*, off Rio Grande.

[Enclosure.]

HDQRS. GOVERNOR AND MILITARY COMMANDER OF TAMAULIPAS,
[August 14, 1863.]

MR. CONSUL: Yesterday at 12 o'clock I had the honor to receive your dispatch of the same date in which you insert copy of one directed to you from the mouth of the Rio Grande on the 12th instant by Commander M. B. Woolsey, commanding steamer *Princess Royal*, of the U. S. Navy, containing a part of the instructions which he has from his Government in relation to vessels which he has reason to believe are in Mexican waters for the purpose of fitting as privateers. In answer to said dispatch, it gives me pleasure to manifest to the consul that as soon as the undersigned was notified by the captain of the port of the desires of the commander of the *Princess Royal* in relation to the steam bark *Sir William Peel*, anchored in Mexican waters under English colors, he went to the said port and made an investigation of the departure, destination, and cargo of said bark, and afterwards went in person on board of the *Princess Royal*, and in a cordial and frank interview gave Commander Woolsey an explanation of the case, leaving him convinced that there existed no motive for any further proceeding.

The undersigned also arranged satisfactorily with the estimable Commander Woolsey the most visible signals that could be established in the port to designate the dividing line between the waters of Mex-

ico and of the United States, according to the treaty of Guadalupe Hidalgo, signed the 2d of February, 1848, and which is still the same.

The subscriber presents to the consul of the United States of America his respects, and subscribes himself his obedient servant,

MAN. RUIZ.

Sr. DON L. PIERCE,

Consul of the United States of America.

Report of Acting Master Smith, U. S. Navy, commanding U. S. S. Bermuda, regarding the seizure of the British schooner Artist, of Nassau, New Providence.

U. S. S. BERMUDA,

At Sea, Lat. 28° 18' N., Long. 95° 26' W., August 15, 1863.

SIR: I have the honor to report that I have just fallen in with the British schooner *Artist*, of Nassau. When hailed he answered that he was from Havana, bound to Matamoras. On boarding, was told that the captain was dead, and there being no navigator on board, had lost their reckoning. Notwithstanding this I found the chronometer worked up to this date and the sextant set at the meridian altitude of this day. She was loaded with liquors, cigars, medicines, etc., and I have felt justified, under the circumstances, in seizing her as a lawful prize.

Very respectfully, your obedient servant,

J. W. SMITH,

Acting Master, Commanding.

Hon. GIDEON WELLES,

Secretary of the Navy.

Report of Acting Master Smith, U. S. Navy, commanding U. S. S. Bermuda, regarding the capture of the British schooner Carmita.

U. S. S. BERMUDA,

Off Galveston, August 15, 1863.

SIR: I have the honor to report the capture, on the 14th instant, of the British schooner *Carmita*, loaded with 161 bales cotton, bound from Velasco, Tex., to the Balize, Honduras.

Very respectfully, your obedient servant,

J. W. SMITH,

Acting Master, Commanding.

Hon. GIDEON WELLES,

Secretary of the Navy.

Order of Commodore Bell, U. S. Navy, to Lieutenant-Commander Weaver, U. S. Navy, commanding U. S. S. Winona, to proceed to Baltimore for repairs to that vessel.

U. S. STEAM SLOOP PENSACOLA,

New Orleans, August 15, 1863.

SIR: You will proceed in the *Winona* under your command to Baltimore, in company with the *Kineo*, to undergo repairs. Upon your

arrival there, report the return of your vessel and her condition to the honorable Secretary of the Navy.

The *Itasca*, Lieutenant-Commander R. F. [R.] Lewis, will sail in company with you for the port of Philadelphia, and you will please give each other all necessary assistance.

I am, very respectfully,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Lieutenant-Commander A. W. WEAVER,

Commanding U. S. S. Winona.

[Orders of same date and like tenor to Lieutenant-Commanders John Watters, commanding U. S. S. *Kineo*, and Robert F. R. Lewis, commanding U. S. S. *Itasca*.]

Order of Commander Mullany, U. S. Navy, to Acting Master Wells, U. S. Navy, commanding U. S. S. Antona, to report to Commodore Bell, U. S. Navy, at New Orleans.

U. S. S. BIENVILLE,

Off Galveston, Tex., August 15, 1863.

SIR: The steamer *Bermuda*, Acting Master Smith, commanding, has been instructed to tow the *Antona* to New Orleans.

On your arrival there you will report to Commodore H. H. Bell, for further instructions.

Very respectfully, your obedient servant,

J. R. M. MULLANY,

Commander and Senior Officer Present.

Acting Master LYMAN WELLS,

Commanding U. S. S. Antona, off Galveston, Tex.

Report of Commodore Bell, U. S. Navy, stating that the suspected vessel seen off the Passes was a light-house tender.

U. S. S. PENSACOLA,

Off New Orleans, August 15, 1863.

SIR: I have the honor to inform you that the suspected vessel which I reported as having appeared off the Passes on the 13th instant turns out to be a light-house tender, and that there are no interruptions to trade off the Mississippi River.

Since dispatching the *Princess Royal*, on the 4th instant, to look after the traders off the Rio Grande, I have heard nothing from that direction. The arrival of the *Bermuda* from the coast of Texas is looked for daily, and she will bring the latest information.

I have the honor to be, your obedient servant,

H. H. BELL,

Commodore, Commanding West Gulf Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington City.

Capture of the Confederate Steamer Warrior, August 16, 1863.

Report of Acting Master Cressy, U. S. Navy, commanding U. S. S. Gertrude.

U. S. S. GERTRUDE,
Off Mobile, November 6, 1863.

SIR: I have the honor to report to you that in the U. S. S. *Gertrude*, under my command, when in latitude $26^{\circ} 45' N.$, longitude $86^{\circ} 30' W.$, August 16, 1863, I fell in with and captured, after a nine-hours' chase, the Confederate steamer *Warrior*, of 500 tons register (belonging to Mobile), with all her papers and colors. Said steamer was from Havana, bound to Apalachicola, with a valuable cargo on board, consisting of coffee, cigars, and dry goods, and a crew consisting of 32 persons and 2 passengers. Took her under convoy and delivered her over to the U. S. marshal at New Orleans.

Very respectfully, your obedient servant,

W. K. CRESSY,
Acting Master, Commanding U. S. S. Gertrude.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Abstract log of the U. S. S. *Gertrude*, Acting Volunteer Lieutenant W. K. Cressy. U. S. Navy, commanding.

August 15, 1863.—At 6:50 p. m. sighted Tortugas light, bearing N. W. by W, distant 9 miles.

August 16.—From 8 to meridian: Latitude $25^{\circ} 44' N.$ In chase of a steamer. At 8:20 a. m. fired a shell for her to heave to, but she took no notice of it. At 1 p. m. fired another shell at the steamer ahead. At 1:30 fired another, when she hove to and was boarded by F. Newell, executive officer. Proved to be the rebel steamer *Warrior* from Havana bound to Mobile. Put Acting Ensign H. Walters in charge as prize master, with Acting Master's Mates Benjamin Leeds and T. W. Jones and a prize crew, with orders to proceed to North East Pass. At 4:20 p. m. crew all exchanged, boats returned and hoisted up, steamed ahead, with prize steamer in company. At 9:30 stopped steamer, sent a boat on board prize steamer, F. Newell, executive officer, in charge. At 10 boat returned in charge of Mr. Leeds, with two intoxicated firemen; sent them forward in charge of the master at arms, sent back boat with orders. At 10:30 boat returned in charge of Mr. Newell, bringing another intoxicated fireman. Sent boat with three other firemen and Mr. Maples, chief engineer, on board the prize steamer. Boat returned, hoisted it up, and steamed ahead. At midnight lost sight of the prize.

[Extract from the New York Herald, November 19, 1863.]

U. S. GUNBOAT GERTRUDE,
Off Mobile, October 27, 1863.

We went into commission on the 22d of July and sailed from the navy yard on the 29th day of the same month, arriving at Norfolk, Va., on the 6th of August, after lying one week at Sandy Hook.

Having our compasses adjusted, we left Norfolk on the 9th. Nothing of importance transpired until the 16th, when, off the coast of Florida, we captured a fine, large steamer, the *Warrior*. We put a prize crew on board, and in company we went to New Orleans. Our chase for her was from sunrise until 4 in the afternoon. The *San Jacinto* was also in chase, but gave it up, as we outsailed her. The *Warrior* is a vessel of 500 tons; she had an assorted cargo, and was out from Havana three days when we overhauled her. Her destination was Mobile. We arrived at New Orleans on Sunday, the 30th, after being quarantined ten days. We left New Orleans on the 8th of September and anchored at the Quarantine grounds until the morning of the 9th, when we weighed anchor, and arrived here on the blockade off Mobile bar in the evening. We have made several short cruises, but nothing of any particular interest has transpired. We have been in chase of a number of vessels; but on reaching them they proved to be our own, which sometimes is discouraging to our men, as they are anxious to have a fight or take a prize.

The *Colorado* (flagship) and the *Genesee* had an engagement with the *Ladies' Ram*, a vessel presented by the ladies of Mobile to the rebels. The *Genesee* fired two shots and the *Colorado* three, when the rebel ram almost immediately put back under Fort Morgan.

Our ship's crew are anxious for a fight, and in all probability they will get their wish before long, when you will know what kind of metal there is in the Western Gulf Squadron off Mobile Bar.

I send you a sketch of the entrance to Mobile Bay, showing the position of our blockaders and of the rebel defenses. It will be seen that the rebels have one ironclad and two steamers and a floating battery in the bay; but they are of no use.

Report of Rear-Admiral Farragut, U. S. Navy, acknowledging the Department's letter of congratulation.

No. 136.]

NEW YORK, August 17, 1863.

SIR: I have the honor to acknowledge the receipt of your communication of the 11th instant, in which you are pleased to welcome me home and congratulate me on the successful issue of my laborious cruise. For this I feel most thankful, and I can assure the Department that I most fully appreciate its indulgence in granting me this little respite from duty. I shall, however, be ready at all times to visit the Department without regard to the weather, when you deem it necessary.

I have sent the *Hartford* to the navy yard for her repairs. I presume they will not take long, although they were necessary for the performance of duty on the seacoast. Her crew have generally eight or nine months to serve, and I think it would be good economy to discharge them all and they would probably all ship again before their services are required.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commodore Bell, U. S. Navy, regarding deficiencies in the crews of the West Gulf Squadron.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, August 18, 1863.

SIR: I have respectfully to inform the Department that the Western Gulf Blockading Squadron is deficient in officers, sailors, firemen, and marines, about 500 souls, and that the terms of service on board of every vessel are rapidly expiring.

All the vessels are greatly weakened for want of crews.

The *Pensacola* is short of men, 103; the *Ossipee*, 37; *Monongahela*, 31; *Lackawanna*, 40, and most of the other vessels in the same proportion.

I have the honor to be, your obedient servant,

H. H. BELL,
Commodore, Cmdg. West Gulf Blockading Squadron pro tem.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Commodore Bell, U. S. Navy, commanding West Gulf Blockading Squadron, transmitting reports and orders regarding affairs at mouth of Rio Grande.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, August 18, 1863.

SIR: I have the honor to enclose herewith a report (No. 1) by Commander M. B. Woolsey, commanding the U. S. S. *Princess Royal*, off the Rio Grande, in reference to the British steamer *Sir William Peel* and other traders at that point.

I also enclose a copy of my instructions (No. 2) to Commander Woolsey. Commander Woolsey appears to have misapprehended me as to "consultation with the Mexican authorities." My remarks referred solely to the beginning of the Mexican boundary line, which I informed him was settled by the treaty of 1848 as starting at 3 leagues from the mouth of the Rio Grande, but as a subsequent treaty may have changed that to "one marine league," he might consult the Mexican authorities, concealing his doubts as to the "extent of neutral waters."

I certainly did not advise him to consult Mexican authorities whether any particular vessels were within their jurisdiction or not.

The enclosed is the only report I have received from the Rio Grande, except the verbal statement of Acting Master Smith, commanding U. S. S. *Bermuda*, who represents the vessels there, particularly the *Sir William Peel*, as presenting no appearance of equipping for a privateer.

I am, most respectfully, your obedient servant,

H. H. BELL,
Commodore, Commanding West Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosures.]

U. S. S. PRINCESS ROYAL,
Off Rio Grande, August 10, 1863.

SIR: I respectfully enclose herewith a copy of my orders from Commodore Bell. Upon asking him as to the boundary line, he said he believed that it was at right angles with the coast and extended 3 leagues into the sea, but that I must consult with the authorities upon my arrival, in order to avoid collision with the Mexicans. I arrived here on Friday evening last, in obedience thereto, and anchored off the coast. I found the *Sir William Peel* lying at anchor ahead. After consultation with Lieutenant-Commander Dana, and such observations as I could make before dark, I found the *Sir William Peel* lying so near what I considered to be the boundary that I could not seize her without consulting the authorities. The next day I sent the executive officer, Lieutenant McKay, with a compass, to consult the captain of the port, and if he should decide unfavorably, to send the acting master off with the message, and to proceed himself immediately to Matamoras and, in company with the U. S. consul, to demand, in the name of the United States, the detention or immediate expulsion of the *Sir William Peel* and such other vessels as are named in the list. The master (Mr. Gover) returned and reported that the captain of the port thought the *Sir William Peel* was to the southward of the boundary and would not consent to any measures without the authority of the governor. I laid as near to the *Sir William Peel* as I could at night and yesterday without encroaching. Last night a light was seen under her stern and I suspected she was shipping her propeller, when I got underway, ready to follow her in case she should go to sea, but as there was no noise or smoke I came to anchor again. At 2:30 a. m. to-day she moved ahead about 400 yards. I again got underway and went outside of her, but she was stationary again. I waited until daylight and dropped back into our own waters and anchored again. The *Gladiator*, *Edward Hawkins*, and *Labuan* are also here, but where I can not reach them unless they go to sea. Lieutenant McKay has not yet returned (12 m.). The assistance offered in the commodore's orders I do not need (excepting men, being 9 short) unless the rebels' cruisers come here, and at present I see no prospect of that. If you can, however, let the *Antona* return; I can make her of service. I enclose a separate report concerning the shipment of cotton from Matamoras, which I think should be stopped by a military force in Texas.

Respectfully, etc.,

M. B. WOOLSEY,
Commander.

Captain J. P. GILLIS,
Senior Officer Present off Galveston, Tex.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, August 6, 1863.

SIR: Proceed without delay in the *Princess Royal* under your command to the Rio Grande and look after the trading at that point in contrabands of war.

You will firmly assert the belligerent right of visiting and searching, and will seize and send into port for adjudication all vessels of whose character you have a reasonable doubt. On the 25th July there were anchored off the Rio Grande the following-named British steamers, of which you have been furnished full descriptions, viz, *Sir William Peel*, *Edward Hawkins*, *Gladiator*, *Sea Queen*, and *Celt*, and some of the sailing craft.

It is apprehended that the *Sir William Peel* is rebel property and is fitting for a privateer.

Examine whether she or any other vessel at that anchorage is so fitting. If they are, keep an eye upon them and seize them by the first opportunity, and send word to Galveston by one of the blockaders visiting there for assistance. You will consider yourself as belonging to the Texas blockade, and will communicate with Captain Gillis, commanding off Galveston, by every opportunity.

If the *Sir William Peel* or other privateer shall have left Rio Grande before you arrive there, pursue her as far as you hear of her; or, not hearing of her, pursue to Key West, sighting South West Pass light, and running down the track of vessels trading between New Orleans and the north. If you have reasons for believing that a vessel lying in Mexican waters is fitting for a privateer, demand of the Mexican authorities her instant expulsion or detention.

I am, very respectfully,

H. H. BELL,

Commodore, Comdg. West Gulf Blkdg. Squadron pro tem.

Commander MELANCTHON B. WOOLSEY,

U. S. S. Princess Royal.

U. S. S. PRINCESS ROYAL,

Off Rio Grande, August 10, 1863.

SIR: I respectfully report that there is an immense trade in cotton at this place. It is shipped at Matamoras, comes off in Mexican lighters to foreign vessels lying in Mexican waters; it is supposed to come originally from Texas, but of that we have no proof. It is impossible for a naval force to stop it, as the lighters keep on the Mexican side of the river all the way out. The river is not deep enough for gun-boats to go up to Matamoras, nor even to enter the Rio Grande. The trade is extensive enough to more than pay the expenses of an army large enough to stop its exportation through the Texan frontier.

Respectfully, etc.,

M. B. WOOLSEY,

Commander.

Captain J. P. GILLIS,

Senior Officer Present off Galveston, Tex.

Report of Commodore Bell, U. S. Navy, regarding vessels ordered to be sent North by Rear-Admiral Farragut.

U. S. STEAM SLOOP PENSACOLA,

New Orleans, August 19, 1863.

SIR: On the 15th instant the *Itasca*, Lieutenant-Commander R. F. R. Lewis; *Kineo*, Lieutenant-Commander John Watters, and *Winona*,

Lieutenant-Commander A. W. Weaver, being reported ready for sea, started in company, to give mutual support, for the North, requiring extensive repairs in hull and machinery.

Considering the great amount of work being done at the navy yards, New York and Boston, I ordered the *Itasca* into Philadelphia, and the *Kineo* and *Winona* into Baltimore, where they would be likely to receive quickest dispatch, their commanding officers being instructed to report their arrival to the Navy Department.

The *Pocahontas*, Lieutenant-Commander W. M. Gamble, is now ready for sea, and will start this morning for Philadelphia, requiring extensive repairs. The above vessels were ordered to be sent North by Rear-Admiral Farragut.

I have the honor to be, your obedient servant,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Endorsement.]

The *Kineo* and *Winona* are repairing at Baltimore and the *Itasca* at Philadelphia.

J. L.

Report of Commodore Bell, U. S. Navy, giving list of seamen of the U. S. S. Arizona, captured and paroled.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, August 19, 1863.

SIR: I have sent North in the *Bermuda* the following-named seamen belonging to the U. S. S. *Arizona*, who were captured up the Mississippi River and sent back into our lines on parole, namely: A. A. Bowe, first-class fireman; Charles Crozett, second-class fireman; Patrick Hagan, coal heaver; Theodore Saxan, landsman; Charles Vowinkle, first-class fireman; Samuel Hill, ordinary seaman; Robert White, seaman; Thomas Kennedy, seaman.

I am, respectfully, your obedient servant,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

[Endorsement.]

Keep them on board the receiving ship and notify Colonel Hoffman, so as to obtain their discharge.

[G. V. F.]

Report of Commodore Bell, U. S. Navy, regarding affairs of the West Gulf Squadron, under his temporary command.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, August 19, 1863.

SIR: I have reports of the 17th instant from Captain John R. Goldsborough, commanding off Mobile, representing all quiet in the bay, notwithstanding rumors to the contrary. His advices from Mobile

were up to the 9th, when they had not more than 2,000 troops there, and were deficient in men for manning their ironclads.

Grant's Pass, the interior channel leading to Ship Island, he states positively as closed up. From this and other reliable sources I infer there were not sufficient grounds for apprehending an attack upon Ship Island.

The blockade of Texas is successfully maintained, except at the Rio Grande, where everything is in favor of the contraband traders, the shipping business at that point being chiefly in the hands of the inhabitants of the Mexican village at Bagdad, at the mouth of the river, who are mostly Texans and refugees from New Orleans, though the vessels are consigned to houses at Matamoras.

The U. S. steamers *Ossipee*, *Seminole*, *Virginia*, *Arizona*, *Albatross*, and *Sciota* are undergoing repairs here. The two latter will be in the hands of the mechanics for three or four weeks longer before they can be made ready for service.

The other four will be ready in the course of a week or ten days.

Captain Gillis, in the *Ossipee*, will then go off Galveston and Commander Rolando will go off the Rio Grande.

The rudder stock of the *Bienville*, Commander Mullany, being considered unseaworthy, it is desirable she shall unship her rudder to have it examined and more effectually repaired than could be done when shipped.

I have the honor to be your obedient servant,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from the Secretary of the Navy to Commodore Bell, U. S. Navy, forwarding dispatches from the Prussian minister to his consul at Galveston.

NAVY DEPARTMENT, August 19, 1863.

SIR: I enclose herewith four official dispatches from the minister of Prussia, addressed to the consul of his Government at Galveston, which have been transmitted to this Department by the Secretary of State, with a request that they be forwarded to their destination. You will please forward them as desired when an opportunity offers. The Prussian minister desires to obtain, if possible, an acknowledgment of their receipt from the consul.

Very respectfully, your obedient servant,

GIDEON WELLES,

Secretary of the Navy.

Commodore H. H. BELL,

Comdg. West Gulf Blockdy. Squadron pro tem., New Orleans.

Letter from Commodore Bell, U. S. Navy, to the commandant, navy yard, Pensacola, regarding a vessel for the Texas blockade.

U. S. STEAM SLOOP PENSACOLA,

New Orleans, August 19, 1863.

SIR: I have to request you will give either the bark *Arthur* or brig *Bohio* a sufficient crew and officers from the vessels lying there and

send her off the South West Pass, to report her arrival there to me by telegraph, in order that I may send her to the coast of Texas to take the place of the bark *W. G. Anderson*, whose crew is detained beyond the term of their enlistment.

I am, respectfully, your obedient servant,

H. H. BELL,

Commodore, Comdg. Western Gulf Blockdg. Squadron pro tem.

Commodore WM. SMITH,

Commandant, Navy Yard, Pensacola.

Letter from Commodore Bell, U. S. Navy, to Captain Goldsborough, U. S. Navy, commanding blockade off Mobile.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, August 19, 1863.

DEAR CAPTAIN: Your report of the 17th instant has been received, and I am glad to hear that an attack on Ship Island is not likely to occur. It will be well, however, not to feel too secure, but to keep on the alert both in the sound and off the bar. I trust you will watch every movement of troops from the fort, and of guns also. They are hard up on the mainland for both. I would also suggest that a close watch be kept on the steamboats in the bay, observing the track of their approach to and departure from the fort. From this we may find the location of their obstructions.

The charts of the bay are excellent and will assist you in drawing a correct conclusion.

Our armies being victorious everywhere, we must hold ourselves ready to go into the bay when they attack the city. It is distressing to hear of the broken-down condition of the gunboats when their best efforts will probably be required very soon. I can in no event send you more than the *Arizona* and *Albatross* to replace them, having only one other; the former in about ten days and the latter, say, about two weeks. They are the fastest in the fleet.

Please inform the officers on that station that I have no other officers or men to send them; they must do the best they can until recruits are sent to us.

My own ship can man only six guns of a side, instead of eleven, and officers are short in the same proportion, having only one regular line officer (the executive) on board, so you observe I am far worse off than any of the fleet.

I have received notice that Commander Strong is ordered out "to relieve Captain Emmons in the *Monongahela*." This will make a little stir, and officers should be prepared for changes. I must keep the *Genesee* in the [Mississippi] Sound for a short time longer, although I consider the rest of the force there quite sufficient,

I am, yours, very cordially,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Captain JOHN R. GOLDSBOROUGH,

U. S. S. Colorado, Commanding Blockade off Mobile Bay.

Report of Commander Mullany, U. S. Navy, referring to the rumored fitting of four steamers as cotton-clad rams at the mouth of the Brazos River.

U. S. S. BIENVILLE,

Off Galveston, Tex., August 20, 1863.

SIR: The brig *G. T. Ward* sails from here to-day for New Orleans, having delivered to the squadron all the coal called for by the charter party. She takes back for ballast between 70 and 80 tons.

Another coal vessel is required here immediately to supply the wants of the squadron.

The *Princess Royal* arrived here on the 16th instant with but three days' coal on board. She took 97 tons from the *G. T. Ward*, and sailed yesterday for her station off the Rio Grande.

The *Cayuga* is short of coal and will come here to fill up as soon as the *Princess Royal* relieves her.

Two rebel soldiers (deserters) from Galveston pulled alongside of the *Princess Royal* at daylight on the 17th instant, while she was engaged coaling. The same morning three contrabands came off to the *Katahdin*, and yesterday morning seven more came off to her at the north end of the line. I propose to send them on board the *Tennessee* for the present.

The only news of any moment that I have been able to obtain from any of the party is a statement made by the two soldiers, which is to the effect that four steamers are fitting at the mouth of the Brazos River as cotton-clad rams, partly for the protection of the river, but more particularly for the purpose of attacking and capturing the bark *William G. Anderson*.

I have written to Lieutenant Commanding Hill, by the *Princess Royal*, putting him in possession of the above information, and have directed him to cruise well offshore, unless he has a good working breeze that can be relied upon.

Very respectfully, your obedient servant,

J. R. M. MULLANY,

Commander and Senior Officer Present.

Commodore H. H. BELL,

Comdg. West Gulf Blockdg. Squadron, off New Orleans, La.

Order of Commander Mullany, U. S. Navy, to Acting Volunteer Lieutenant Hill, U. S. Navy, commanding U. S. bark William G. Anderson, regarding an expected attack upon that vessel.

U. S. S. BIENVILLE,

Off Galveston, Tex., August 19, 1863.

SIR: Two rebel soldiers (deserters) came off from Galveston to this squadron on the 17th instant.

From them I learn that four steamers are fitting at the mouth of the Brazos River as cotton-clad rams, partly for the protection of the river, but more particularly with the object of attacking and capturing the bark *William G. Anderson* under your command.

Considerable reliance may be placed upon their statement. It is therefore important that you should keep underway and cruise well offshore to prevent a surprise and to frustrate their intentions.

One of these men states that the steamers are about finished and ready for service. The other man does not think they are quite completed yet, but is certain as regards their intention to attack you.

There are a large number of cotton-laden schooners at Velasco awaiting a chance to run out, and they propose to do so when the steamers go out to attack you.

Flags of truce should be discouraged.

Very respectfully, your obedient servant,

J. R. M. MULLANY,

Commander and Senior Officer Present.

Acting Volunteer Lieutenant F. S. HILL,

Commanding U. S. Bark W. G. Anderson, off Pass Cavallo.

Report of Commodore Bell, U. S. Navy, regarding relative merits of pivot and truck carriages and fighting arrangements of U. S. S. Brooklyn.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, August 21, 1863.

SIR: Much discussion having arisen in this squadron about the relative merits of pivot and truck carriages, which have probably reached the Bureau, I would mention a circumstance bearing directly upon that point which occurred on board of the U. S. S. *Brooklyn*, under my command, off Galveston, January 18 of the present year.

I had two IX-inch guns on Marsilly carriages in the stern ports, which do not allow for pointing directly aft, but admit of pointing quartering. She lay to an anchor in the trough of the sea, which was rough, but not heavy, and rolled dreadfully. One of the IX-inch guns referred to capsized at 11 p. m. and was secured after considerable delay, her sight masses and breeching shackles in the brackets cutting up the deck at every surge. Its fellow on the other side nearly followed the same rôle, but was timely lashed in the port. No gun on a truck carriage could have been worked fore and aft on that occasion.

I will proceed with a few remarks touching the imperfections of the *Brooklyn's* fighting arrangements, which should be remedied, now that she has gone north, requiring extensive repairs, viz: Having no topgallant forecandle, she can not fire right ahead. Her cables and chase guns are mutually in the way when in shoal water.

She has no ports opening directly aft, her propeller well making it necessary to point them quartering. A topgallant forecandle would remedy the first and an extended poop deck the latter defects, as well as increase her accommodations.

The fore, main, and mizzen channels are cut nearly square with the ports and greatly obstruct the training of the guns forward and abaft the beam. The rivet heads of the bolts through the spirketings, inside and below the port sills, project a half or three-quarters inch from the wood; these broom and tear the breast pieces of the carriages in running the guns out against them; the breast pieces are all gone in consequence.

There are six coal chutes on a side, all under the gun carriages; the gun trucks run over these and are badly injured, being cut and broken by the iron plates covering the said coal scuttles. As the decks wear

away the edge of the iron covers referred to have a greater prominence and tear off lumps of lignum-vitæ. Some of the iron covers are roughened on their surfaces.

When coaling, it becomes necessary to run forward and aft those six guns of a side from their ports to clear the coal scuttles. I can perceive no reason why the chutes should not be between the guns, except for the looks.

I am, very respectfully,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Commander H. A. WISE,

Chief, Bureau of Ordnance, Washington, D. C.

Letter from the governor and general commander of Tamaulipas, Mexico, to Commander Woolsey, U. S. Navy, regarding arms for Mexican Government.

Very reserved.

MATAMORAS, August 21, 1863.

SIR: On board the schooner *Ranger*, dispatched from Havana and for this port of Matamoras and to the house of Messrs. Droege, Oetling * & Co., of this commerce, there came 900 Enfield rifles, belonging to my Government, and are a small portion of the armament bought for the service of the troops of the Republic of Mexico, as I informed you the day you did me the honor of receiving me on board of your steamer. I place in your knowledge the coming of this armament, as I promised you with a character of much secrecy, in order that on your part the vessel referred to, the schooner *Ranger*, may find no difficulty in arriving at the final place of her destination, which arrival will be soon, according to the advices that I have received.

My secretary of war will place this letter in your hands, and with the same you can send me your answer.

I am, senior comandante, your kind and obedient servant,

MANUEL RUIZ,

Governor and General Commander of Tamaulipas.

COMANDANTE OF THE PRINCESS ROYAL,

Steamer of War of the United States of America.

Letter from Commander Woolsey, U. S. Navy, to the governor and commander of Tamaulipas, Mexico, regarding arms for Mexican Government.

U. S. S. PRINCESS ROYAL,

Off Boca Del Rio Grande, August 22, 1863.

SIR: I have the honor to acknowledge the receipt of your letter of yesterday. All vessels arriving in American waters are boarded and examined. Upon the arrival of the schooner *Ranger*, as soon as I have satisfied myself that she is the vessel referred to in your letter, I will direct the boarding officer to let her pass in, as I have assurances

* Found also Dregge, Ortling & Co.

of your Excellency that her cargo is the sole property of the Government of Mexico, between which and the United States I trust there shall always be good faith, peace, and friendship.

I have the honor to be your Excellency's obedient servant,

M. B. WOOLSEY,
Commander.

HIS EXCELLENCY THE GOVERNOR AND GENERAL COMMANDER OF
TAMAULIPAS.

Sent August 22, 7 a. m., by the same person who brought the governor's letter.

Letter from Commander Woolsey, U. S. Navy, to the captain of the port, Boca del Rio Grande, regarding arms for the Mexican Government.

Strictly confidential.]

U. S. S. PRINCESS ROYAL,
Off Boca Del Rio Grande, August 22, 1863.

SIR: Having received assurances from his Excellency the governor that the cargo of the schooner *Ranger*, expected every moment, is the sole property of the Mexican Government, I have assured his Excellency in return that the boarding officer from this vessel shall have orders to let her pass. This order I will give, but good faith toward the French, who are also our neutrals, requires that the aforesaid schooner, or any other vessels containing munitions of war, should enter through Mexican waters and immediately pass into the Rio Grande, as I can not harbor in American waters a vessel loaded with munitions of war to be used against a nation with whom we are at peace.

You will at once perceive the justice of this course, which is in conformity to the laws of nations and treaty.

Very respectfully, your obedient servant,

M. B. WOOLSEY,
Commander.

The CAPTAIN OF THE PORT,
Boca del Rio Grande.

Letter from Commodore Bell, U. S. Navy, to Commander Mullany, U. S. Navy, regarding affairs off Galveston and Rio Grande.

U. S. S. PENSACOLA, *August 22, 1863.*

DEAR CAPTAIN: I hope you will keep me informed by the returning coal vessels, as well as other channels, of your necessities in that quarter.

I am greatly disappointed about sending you a relief. Captain Gillis came in unexpectedly, and considerable repairs were deemed necessary for keeping him out when once off Galveston. The chief engineer thinks he should be off this day week. The *Seminole* will go down a few days after, and one of the other steamers also. Goldsborough's gunboats off Mobile are all lame and have to come here, so the balance of the steamers under repair must go to him.

I wish to get up the *Owasco* and your steamer as soon as I possibly can.

I don't like the dispatch which you forwarded from the Rio Grande. The business there seems to have been badly managed, and I certainly misapprehend. How ridiculous to go and "consult" a man if his bread and butter shall not be taken from him.

That *Sir William Peel* has had great run of luck from first to last. When Henry went down in the *Sciota* she lay on our side filled with contraband of war and moved into Mexican waters. Next *Princess Royal* gives him another escape. I understand the *Cayuga* lies in Mexican waters watching them. I think if she were to follow out and capture it would not be exactly legal.

I am sorry I could not have you there.

No news is here except that the river is open.

I send you a few papers; all I have.

Yours, very truly,

H. H. BELL,
Commodore.

Captain MULLANY,
U. S. S. *Bienville*, off Galveston.

*Letter from Commodore Bell, U. S. Navy, to Commander Mullany,
U. S. Navy, regretting delay in repairs to vessels.*

U. S. STEAM SLOOP PENSACOLA,
New Orleans, August 22, 1863.

SIR: I have chartered the brig *Itasca* to take 390 tons coal to the blockading fleet off Galveston Bar. She will be towed down the river to-day.

The *Ossipee*, *Seminole*, *Arizona*, *Virginia*, *Albatross*, *Antona*, and *Kennebec* are here overhauling and repairing. The two former and one of the others are destined for the coast of Texas, but when they will be ready I am afraid to say. I can only say they are expected to be ready this day week; but having been once disappointed in them, I am afraid to calculate on reports. They shall join you as soon as they are finished. I am sorry to detain you, but it is unavoidable.

I trust you will send something down to take the place of the *Princess Royal* until she can go to you for coal. One vessel will be sufficient there.

I am, very respectfully, your obedient servant,

H. H. BELL,
Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Commander J. R. [M.] MULLANY,
U. S. S. *Bienville*.

*Report of Lieutenant-Commander Dana, U. S. Navy, commanding
U. S. S. Cayuga, regarding the capture of the schooner Wave.*

U. S. S. CAYUGA,
At Sea, August 22, 1863.

SIR: I have the honor to report the capture of the schooner *Wave* this morning in latitude 26° 50'; longitude 96° 30'. She had run the

blockade at San Luis Pass, near Galveston, and was bound for Vera Cruz or a market. She had the flag of the Swiss Confederation flying, and is owned, with her cargo, by J. C. Kuhn, consul of Switzerland, at Galveston.

The cargo consists of 80 bales of cotton, total weight 41,068 pounds. Eight persons were found on board, viz, captain, supercargo, cook, two sailors, and three passengers.

I will send her in charge of a prize master to the prize commissioners at New Orleans for adjudication.

Very respectfully, your obedient servant,

W. H. DANA,

Lieutenant-Commander, Commanding U. S. S. Cayuga.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Letter from Commodore Bell, U. S. Navy, to the Chief Quartermaster, Department of the Gulf, regarding a loan of navy howitzers.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, August 22, 1863.

SIR: Some navy howitzers have been forwarded to me by the naval Bureau of Ordnance, upon the requisition of the War Department, for the use of your Department. Any assistance I can give you in fitting the same, with such other information as you may desire, will be most cheerfully rendered.

I am, most respectfully, your obedient servant,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Colonel HOLABIRD,

Chief Quartermaster of the Dept. of the Gulf, New Orleans.

Order of Commodore Bell, U. S. Navy, to Commander Macomb, U. S. Navy, in view of reports regarding the steamer Boston about to sail from Mobile as a privateer.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, August 22, 1863.

SIR: I received a note from General Stone yesterday, 21st, at 3 p. m., informing me that three men were captured in Mississippi Sound having passes from Admiral Buchanan. They state that "the steamer *Boston* is now nearly ready to sail from Mobile as a privateer. She is painted lead color, mounts five guns, has a double crew of 56 men, and purposes to come out by a bayou which is on this side of our fleet" (at Grant's Pass), "the which I am not able to identify on any of the maps."

The *Boston* is a small screw tug, and can mount none but the lightest class guns, such as boat howitzers.

I know of no bayou this side of the Passes that can bring out more than 3 feet, unless they have been deepening Bayou Batré [Labatre]. The *Boston* drew 6 feet when towing in the river.

I observe that Fowl River may be used by the *Boston* after a little deepening, and the *Calhoun* or *Jackson* should be sent to lay as near the entrance as she can get, whilst the other boat watches Grant's Pass. Yet this report may be a blind to her running out over the bar. If she escapes, send a gunboat in pursuit to cruise off Mississippi River and to telegraph me.

I am, very respectfully,

[H. H. BELL],

Commodore, Comdg. West Gulf Blockdg. Squadron pro tem.

Commander W. H. MACOMB,

U. S. S. Genesee, Ship Island.

Letter from Commander Woolsey, U. S. Navy, to United States consul, Matamoras, transmitting correspondence regarding seizure of vessels at mouth of Rio Grande.

U. S. S. PRINCESS ROYAL,
Off Rio Grande, August 22, 1863.

SIR: Herewith enclosed you will please find a letter which I have written to her Britannic Majesty's vice-consul at the port of Matamoras in reply to one which I received from him yesterday, dated 14th instant. Will you please read it and send it to him unless you find that alterations are necessary, and in that case send word to him that I will reply to his letter.

The letter which you sent for my perusal I have had copied, but prefer sending the original by the hands of Mr. Webster, or returning it to you in person, should I be so fortunate as to have that opportunity.

I am, respectfully, sir, your obedient servant,

M. B. WOOLSEY,
Commander.

LEONARD PIERCE, Jr.,
U. S. Consul, Matamoras.

[Enclosures.]

HER BRITANNIC MAJESTY'S VICE-CONSULATE,
Matamoras, August 14, 1863.

SIR: I have received communication that several British vessels lying in this port of Matamoras have been boarded by your order, and that an armed guard has actually been placed on board the British schooners *Atlantic* and *Flying Scud*, both of Nassau, and now loading cotton from this port for Nassau.

It becomes my duty solemnly to protest against this proceeding as an illegal and arbitrary act committed upon British property within the limits of a neutral port.

Though I believe that you are fully aware of the responsibility taken upon yourself, I will not omit to transmit to you herewith a communication of the commander of H. M. S. frigate *Phaeton*, dated 22d March, 1862, consequent upon the outrage committed against the British steamer *Labuan*, which is laying down the rule to be observed in regard to the port of Matamoras.

Allow me to add that on some later occasion verbal assurances have been given to her Majesty's vice-consul, L. Blacker, by Captain Hunter, commanding the U. S. S. *Montgomery*, that he did not mind if the

vessels lay to the north of the channel if it facilitated the trade of this port, provided they carried no contraband of war.

I would thank you for communicating to me the motives and reasons for which the above seizures have been made.

I remain, sir, your most obedient humble servant,

PAUL ZUM,

H. B. M. Acting Vice-Consul.

Captain M. B. WOOLSEY,

Commander of the U. S. Gunboat Princess Royal, off the Rio Grande.

[Subenclosure.]

H. M. SHIP PHAETON,

Off Rio Grande, March 22, 1862.

SIR: I consider it important for neutral commerce to inform you that the French commander and myself have laid it down as founded on treaty and the law of nations—

That the waters south of the mid-channel of the Rio Grande and 3 leagues east of the Mexican coast are Mexican waters, and not only are neutrals safe from visit and molestation, but that Texan vessels within these waters are not liable to capture; the internal waters of the Rio Grande are not under blockade.

The blockade terminates with the mid-channel at the mouth of the river.

I have the honor to be, sir, your obedient servant,

EDWARD TATHAM,

Captain.

Mr. LOUIS BLACKER,

H. B. Majesty's Consul, Matamoras.

U. S. S. PRINCESS ROYAL,

Off Boca del Rio Grande, August 22, 1863.

SIR: Upon my arrival from sea yesterday I received your communication of the 14th instant, enclosing the copy of a letter from the captain of H. B. M. ship *Phaeton*.

The decisions obtained in the understanding between the captain of the *Phaeton* and the French commander are perfectly in accordance with the treaty, the law of nations, and my instructions.

I can not go into Mexican waters to seize a vessel, even though she be wearing Texan or Confederate colors, or though she be an American vessel trading with the rebels.

You state having received communications that several vessels lying in the port of Matamoras have been boarded by my order, and that "an armed guard has actually been placed on board the British schooners *Atlantic* and *Flying Scud*, both of Nassau."

Permit me to assure you, sir, that the source of your communication was entirely wrong, for I have not interfered with nor approached any vessels lying in the port of Matamoras.

The brig *Atlantic* and the schooner *Flying Scud* were lying in American waters, being off the coast of Texas, and to the northward of the entrance of the Rio Grande, and so far north of it that there was no chance for a doubt. I did not board these vessels until I had obtained evidence that they were then, or had been during the present

voyage, engaged in contraband trade with the State of Texas, now in rebellion against the United States.

I then boarded them, not knowing their nationality; that was ascertained after boarding. They were treated precisely as American vessels or those of any other nationality would have been treated, excepting that with American vessels I should have been more rigid, and would not have extended to them the courtesy of waiting three days for their papers and for any evidence in their favor which they might wish to procure and forward with their indictment. The evidence which I procured against these vessels was so conclusive that I seized them and sent them to New Orleans for adjudication.

I allowed the captain of the *Atlantic* (who is the principal witness against that vessel) three days to send to Matamoras to get his papers, and further offered him every facility in my power to facilitate him in procuring evidence to clear his vessel.

No exertion was made by him that I know of to take advantage of the time extended to him.

I sent word to the master of the *Flying Scud* also that his vessel was seized and that if he did not plead guilty to the charges against the vessel he would come off and bring his papers and do what he could to clear his vessel. He sent word to me that he did not intend to come on board.

Notwithstanding, I kept the vessel waiting two days for any papers which might be received.

Had your protest arrived in time, I would have made it my duty to forward it to the authorities at New Orleans with my statement. I will forward it by the first opportunity.

I am fully aware, sir, as you believe, of the responsibility taken upon myself, but I have, as you will find upon unbiased investigation, but done my duty in American territory, as the only authorized United States police in existence at that time and in this place.

In your next private conversation with the commander of a British vessel of war, ask him to tell you candidly if I have pursued any other than the course he would have pursued under precisely the same circumstances, first giving him a truthful statement of the trade those two vessels were actually engaged in.

I was not aware of the assurances given by Commander Hunter until I saw them quoted in your letter. Nevertheless, there is no reason why I should not observe and act upon the same, as I am not ordered to blockade the coast but to "exercise in American waters the belligerent right of visitation and search," and to seize and send in for adjudication all vessels engaged in trade with the rebels. This duty I must perform without regard to nationality, conforming strictly to the laws of nations and respecting all foreign flags alike.

I shall be happy to afford to British vessels, and vessels of all other nationalities, all the protection and courtesy in my power, provided always that they contain no contraband of war either for Mexico or Texas, and that they do not engage in direct trade in any way with Texas or with the States in rebellion against the United States.

I will send to you through the United States consul a statement of the "motives and reasons for which the seizures have been made."

No one wishes more heartily for the presence of a British man-of-war at this place than I do. It would relieve me of a load of responsibility, prevent misunderstanding, and also prevent the shameful

abuse of the British flag by vessels of different nationalities engaged in an illicit trade with States now in rebellion with the United States of America.

Allow me to say in conclusion that I shall be pleased to receive any communication from you and to forward any papers you may wish to send in vindication of the vessels seized by me off the coast of Texas.

I am, respectfully, sir, your obedient servant,

M. B. WOOLSEY,
Commander.

PAUL ZUM,

H. B. M. Acting Vice-Consul, Matamoras.

*Abstract log of the U. S. S. Genesee, Commander W. H. Macomb,
U. S. Navy, commanding.*

August 23, 1863.—At 6:40 a. m. weighed anchor and steamed to the eastward. At 9:15 a. m. went ashore off Horn Island in 10 feet water; ran up into 9 feet and stopped. From 12 to 4 p. m.: Aground off Horn Island. The *Estrella* came from New Orleans with a mail and endeavored to get us off, in vain. At 9 p. m. backed our engines and hove on the hawser, when she came off.

August 24.—At 6 a. m. got underway in company with the *Jackson* and proceeded down the sound. At 10 a. m. anchored $3\frac{1}{2}$ miles from Grant's Pass. Succeeded in driving in rebel transport from the batteries. The batteries returned the fire. Ends firing [the watch]. The *Jackson*, in company with us, firing on rebel batteries with rifle gun. At 12:45 p. m. ceased firing. Saw a steamer outside the island, which made signals. At 2:15 p. m. the Parrotts at quarters; fired at a rebel steamer inside the pass; drove her off, then fired at the batteries on the island. The *Jackson* sent on board refugees which they picked up in a boat. At 3:20 the after pivot's crew at quarters and fired 1 20-second shell at salt works, having fired in all 20 percussion shell. At 3:50 got underway and started for our former station.

September 3.—From 12 to 4 p. m.: Sent 4 men on board the U. S. schooner *Sally Ann* to prepare for an expedition. From 6 to 8 p. m.: Mr. Spencer, with 9 men, armed and equipped, went on board the schooner *Sarah Jane* (formerly *Sally Ann*) to go on an expedition.

September 4.—Sent the schooner *Sam Houston* in search of the schooner *Sally Ann*.

September 5.—At 10:30 a. m. the *Sam Houston* returned, also the *Sally Ann*, having taken a sloop and 9 prisoners. At 11 took the prisoners on board. Lieutenant Spencer, pilot, and men returned. At 2 p. m. the *Calhoun* anchored. Received from her 13 deserters from the rebel steamer *Selma*.

September 6.—At 9 p. m. sent the deserters on board the *Circassian*.

Report of Captain Goldsborough, U. S. Navy, requesting confirmation of promotions in the case of certain volunteer officers.

U. S. STEAM FRIGATE COLORADO,
Off Mobile, August 24, 1863.

COMMODORE: The great scarcity of officers in this fleet, and particularly on board the gunboats, has compelled me to make the following appointments:

Acting Master's Mate John S. Russ, of the *Colorado*, to acting ensign, on board the *Aroostook*; appointment dated the 19th instant.

Acting Master's Mate W. A. Purdie, of the *Lackawanna*, to acting ensign, on board the *Kanawha*; date of 20th instant.

John Cannon, seaman, of the *Colorado*, to acting master's mate, on board the *Lackawanna*; date of 21st instant.

Edmund Aiken, seaman, of the *Aroostook*, to acting master's mate, on board the *Eugenie*; date of 21st instant.

These are all acting appointments on temporary service, subject to your approval.

The above-mentioned officers comply with the regulations of the Department, have been long in service, and I hope you will confirm them in their present position.

I consider it very important, commodore, that the *Pinola* should go to New Orleans for repairs without much further delay.

Her machinery is in a very crippled condition, and I hope you will be able to send a vessel to supply her place.

I have nothing new to communicate; everything is quiet; but now, that blockade runners are headed off at Charleston, I anticipate a lively time after this moon is over.

I am, very respectfully, your obedient servant,

J. R. GOLDSBOROUGH,

Captain and Senior Officer off Mobile.

Commodore H. H. BELL,

Commanding West Gulf Squadron.

P. S.—Your communication of the 22d, relative to the privateer *Boston*, has been received.

We will keep a bright lookout and endeavor to prevent her escaping.

A copy of your communication has been sent to Commander Macomb.

Report of Captain Emmons, U. S. Navy, commanding U. S. S. Brooklyn, of arrival at the New York navy yard.

U. S. S. BROOKLYN,

Navy Yard, Brooklyn, August 25, 1863.

SIR: I have the honor to report the arrival of this ship from the West Gulf Squadron, having left New Orleans on the 13th, South West Past on the 14th, Port Royal on the 21st, and Charleston on the 22d of August.

I touched at the latter places with a view of offering my assistance and that of the ship in the attack on Charleston; and Admiral Dahlgren would have gratified me had General Gillmore been prepared to cooperate in another assault upon Fort Wagner, without which cooperation the result would not perhaps justify the risking of a valuable ship.

The ironclads were busy, and between them and the army siege guns Fort Sumter was fast crumbling away and Fort Wagner only replying occasionally.

I am, very respectfully, your obedient servant,

G. F. EMMONS,

Captain.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of the President regarding the passage of supplies for military necessities in and out of the port of New Orleans.

EXECUTIVE MANSION,
Washington, August 25, 1863.

Ordered:

1st. That clearances issued by the Treasury Department for vessels or merchandise bound for the port of New Orleans for the military necessities of the department, certified by Brigadier-General [George F.] Shepley, the military governor of Louisiana, shall be allowed to enter said port.

2d. That vessels and domestic produce from New Orleans permitted by the military governor of Louisiana at New Orleans for the military purpose of his department shall, on his permit, be allowed to pass from said port to its destination to any port not blockaded by the United States.

ABRAHAM LINCOLN.

A true copy.

CHAS. C. G. THORNTON,
Captain and Acting Assistant Adjutant-General.

Report of Acting Volunteer Lieutenant Hill, U. S. Navy, commanding U. S. bark William G. Anderson, regarding the capture of the schooner Mack Canfield, from Galveston.

U. S. BARK WILLIAM G. ANDERSON,
Off Rio Grande, Tex., August 25, 1863.

SIR: I have the honor to report the capture of the pseudo-Swiss schooner *Mack Canfield*, from Galveston, Tex., with a cargo of cotton, by the ship under my command, under the following circumstances:

This afternoon, while laying at anchor in United States waters, I dispatched an armed boat to board a schooner standing in toward this anchorage. Upon gaining her deck, the officer in charge of my boat at once took a careful bearing of the mouth of the river and found it to bear west by south by compass, or west 2° 15' south, true, distant about 4½ miles. As she was in United States waters and the master of the schooner acknowledged he was from a blockaded rebel port, my officer at once took possession of her as a lawful prize, and I send her to New Orleans for competent adjudication.

The schooner had a Swiss flag, a clearance, manifest, bill of health, and shipping articles from the rebel authorities at the Galveston custom-house; also a bill of sale from one L. A. Blinn, of Galveston, to J. C. Kuhn, a native of Switzerland, but she had no register of any kind.

The cargo, as per manifest, is 133 bales of cotton.

Very respectfully, your obedient servant,

FREDERIC S. HILL,
Acting Volunteer Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary U. S. Navy.

P. S.—I have omitted to state that the U. S. S. *Princess Royal* was in sight at the time of the capture.

Order of Commander Mullany, U. S. Navy, to Acting Volunteer Lieutenant Hill, U. S. Navy, to state the reason for a change of station.

U. S. S. BIENVILLE,
Off Galveston, Tex., August 25, 1863.

SIR: I have learned with much surprise, through Lieutenant-Commander Dana, commanding U. S. gunboat *Cayuga*, that he left the bark *William G. Anderson*, under your command, lying at anchor off the Rio Grande.

You will please inform me why you left your station, and will return to it without delay.

Very respectfully, your obedient servant,

J. R. M. MULLANY,
Commander and Senior Officer Present.

Acting Volunteer Lieutenant F. S. HILL,
Comm'dg. U. S. Bark William G. Anderson, off Rio Grande.

Report of Acting Volunteer Lieutenant Hill, U. S. Navy, commanding U. S. bark William G. Anderson, stating the reasons for leaving his station.

U. S. BARK W. G. ANDERSON,
Off Rio Grande, Tex., August 26, 1863.

SIR: Yours of August 25, asking my reasons for leaving my station, is at hand.

I forwarded by Lieutenant-Commander Dana a letter to you, stating my reasons, which were as follows: Finding my men exhibiting evidences of scurvy, I ran down (80 miles) from Corpus Christi one night to this place to obtain some limes and other antiscorbutics, purposing an immediate return the same day, but finding Captain Dana was about to leave this place unguarded, from his being out of coal, I decided after consulting Captain Dana to remain a day or two, or until some other United States vessel came down here. After the accident to the *Princess Royal* I was detained by the orders of Commander M. B. Woolsey.

Nothing has been further from my thoughts than any intention to disobey my orders.

I shall be compelled to visit Galveston in a very few days for supplies.

Very respectfully, your obedient servant,

FREDERIC S. HILL,
Acting Volunteer Lieutenant, Commanding.

Commander J. R. M. MULLANY,
Senior Officer Present off Galveston, Tex.

Order of Commodore Bell, U. S. Navy, to Lieutenant-Commander Cooke, U. S. Navy.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, August 26, 1863.

SIR: You will proceed into the river, Mississippi, off New Orleans, in the steamer under your command and report your arrival there to the senior officer present.

I am, very respectfully,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Captain A. P. COOKE,
U. S. S. *Estrella*.

Order of Commodore Bell, U. S. Navy, to Acting Master Green, U. S. Navy, commanding U. S. S. Commodore, to proceed to Lake Pontchartrain for the restriction of blockade runners.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, August 26, 1863.

SIR: You will proceed with the U. S. S. *Commodore* into Lake Pontchartrain, via Ship Island, for the purpose of breaking up the blockade runners in the form of boats of 5 tons and upwards, which run to and fro between New Orleans, the bayous, and adjacent coasts.

Allow nothing to pass to or from the insurrectionary districts unless they have the pass of the senior officer in command of the naval forces here.

Pursue them into the rivers and bayous whenever you hear of them, but I wish you to be on your guard against ambuscades in the rivers, which they often establish in the tops of trees, commanding your decks. The U. S. schooner *Corypheus*, commanded by Acting Master Grove, is employed on the same service, and you may require his cooperation whensoever it may be desirable.

Keep me informed of your proceedings by official reports, and you will be careful to keep a record of all the captures you may make, noting their place, circumstances, cargoes, tonnage, and names of vessels.

I am, very respectfully,

[H. H. BELL],

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Acting Master FRANCIS M. GREEN,
Commanding U. S. S. Commodore.

Order of the Secretary of the Navy to the commandant navy yard, Philadelphia, regarding the U. S. S. Arkansas.

NAVY DEPARTMENT, August 26, 1863.

SIR: The *Massachusetts* can resume her trips to the South Atlantic Squadron and be prepared to sail on Saturday next.

Get the *Arkansas* ready for sea, with repairs only, and she will be sent to the Western Gulf Blockading Squadron as a dispatch and supply steamer, and to remain out there.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Commodore C. K. STRIBLING,
Commandant Navy Yard, Philadelphia.

Order of the Secretary of the Navy to the commandant navy yard, New York, regarding repairs to the U. S. S. Richmond.

NAVY DEPARTMENT, August 26, 1863.

SIR: As the U. S. S. *Brooklyn* will stop at Charleston, S. C., you will have the repairs on the U. S. S. *Richmond* completed.

Respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral HIRAM PAULDING,
Commandant Naval Station, New York.

Report of Commodore Bell, U. S. Navy, suggesting the sending of the U. S. S. Sciota to St. Louis for repairs.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, August 26, 1863.

SIR: The gunboat *Sciota*, which was sunk in the river some weeks ago and raised again, is lying here, her machinery being overhauled. I have no instructions about repairing her hull, but understand that the survey thereon, and the estimate for repairing her, amounting to \$10,000, were sent to Washington. I beg to repeat a suggestion already made for sending her to St. Louis for repairs in October or November, when there will be water enough in the river to take her up.

She can be planked up sufficiently for river navigation and be run up by her own engines. If she be repaired here the work must be done by listing her several feet when she is not likely to hold her form. She should be on ways or on a dock where her form could be maintained.

I have the honor to be, your obedient servant,

H. H. BELL,
Commodore, Comdg. West Gulf Blockading Squadron pro tem.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Endorsement.]

Commodore Bell has been requested to send this vessel to St. Louis and communicate with Commodore Hull that he may have the repairs made.

J. L.

SEPTEMBER 4, 1863.

Capture of the schooner America, August 27, 1863.

Report of Rear-Admiral Farragut, U. S. Navy.

FLAGSHIP HARTFORD,
Off Pensacola, March 16, 1864.

SIR: Enclosed is a letter (marked No. 1) from a number of the crew of the U. S. bark *W. G. Anderson*, which will explain itself tolerably well.

I sent for the log book of that vessel, and discovered that the statement of the men was true in so many particulars that I am induced to believe the rest.

The capture of the schooner *America* on the 27th of August, 1863, is noted. The capsizing of the vessel and the picking up of 14 bales of cotton on the following day are also noted; and that the vessel was kept alongside two days longer, and efforts made to get her upright, but nothing more.

I sent for Acting Master J. F. Winchester, who at the time was executive officer of the *W. G. Anderson*, and asked him why the taking of the cotton from the schooner (which he admitted had been done) was not noted in the log book? He stated that it had been put upon the log slate, but was erased by the captain, Acting Volunteer Lieutenant F. S. Hill, who said he would do it properly, which, however, he never did.

Acting Master Winchester further informs me that the cotton was shipped on the 25th of September, 1863, to Blake & Brothers, of Boston, on board the bark *Sol Wilder*, at the South West Pass of the Mississippi River, but that the *Wilder* actually put into New York and the cotton was there sold for the benefit of the parties; that Acting Assistant Paymaster L. L. Scovel, who had been attached to the *Anderson*, but went North subsequently with Acting Volunteer Lieutenant Hill, had forwarded to the officers and crew checks for their share of the proceeds.

Mr. Winchester further states that the captain and crew of the *America*, together with part of the crew of the *Mack Canfield* (another prize), were ordered some ten days after the capture to be landed at the mouth of the Rio Grande, but finding his boat too small to cross the bar, he (Winchester) put them on board a brig, from which they were sent on shore. No mention of this, however, is made in the log book of the *Anderson*.

It therefore becomes my duty to report Acting Volunteer Lieutenant F. S. Hill for fraudulent conduct, in having sent the proceeds of a lawful prize to Boston to be sold for the private benefit of himself, officers, and crew, instead of sending it to New Orleans for adjudication.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral, Comdg. Western Gulf Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

[Enclosure.]

U. S. Bark WILLIAM G. ANDERSON, *August 27, 1863.*

(Captured schooner *America* trying to run the blockade loaded with cotton. Put a prize crew on board and took her in tow until morning. That night at 12 o'clock, she capsized. She came out of Corpus Christi, Tex., with 51 bales of cotton on board. That night we lay to

for her, and in the morning we could see cotton floating up to windward of us. We lowered the boats and picked it up; it proved to be the deck load of the *America*. That afternoon we made out the schooner, bottom up. We beat up to her and that night we made fast to her and lay by her until morning. In the morning we got tackle on the lower yard arms and tried to right her, but with no effect, and by so doing we sprung our fore yard. We then got tackle from our topmast head to her, which proved effectual. We then cut her decks open and took all the cotton that we could out of her. We saved in all from the wreck 43½ bales. Some of the bales were so wet that we had to cut them adrift and dry the cotton on deck. After drying it we put it in bags. Came to the South West Pass, Mississippi River, and on the 25th September, 1863, we put on board of the bark *Sol Wilder*, bound to Boston, 40 bales and 13 bags of the cotton we captured from the schooner *America*, and sent it to the above-named place, consigned to Blake Brothers & Company, brokers, State street, Boston, Mass.

J. FRANCIS BECK, *Yeoman*.
[And 11 others.]

Abstract log of the U. S. bark W. G. Anderson, Acting Volunteer Lieutenant F. S. Hill, commanding.

August 27, 1863.—Cruising off the coast of Texas. At 7:30 a. m. made a sail bearing N. E.; made for it. At 9:15 quarters for inspection. At 11 a. m. set the starboard fore-topmast studding sail, fore and main topgallant studding sail. Set topmast studding sail under the flying jib boom as a water sail. Ran in our port battery and put in our port bucklers. At 2 p. m. fired a shell from pivot gun across schooner's bow. Backed main yard; sent a boat aboard. Proved to be the schooner *America*, from Caney Creek to Matamoras; had no papers. Took captain and crew on board and put Mr. Albert P. Sampson in charge, with 4 men—Robert H. Carey, Johnson, Pietro, and Jackson—filled away, and stood to eastward. At 5:30 p. m. saw a sail to N. E. Sent Mr. Carey and 3 men on board schooner *America*. Set all sail by the wind. At 7 o'clock overhauled strange sail; threw a shell across her bow; boarded her. She proved to be the schooner *Glena*, from Galveston, bound to the Rio Grande. From 8 to midnight in royals, staysails, flying jib, *America* in tow.

August 28.—From midnight to 4 a. m. The schooner gave a broad sheer and went over, at the same time parted hawser. Lowered boats and took off the crew all safe. At 1 o'clock came to with fore and main topsails, reef tackles hauled out, and jib and spanker. At 5 a. m. wore ship to E. S. E. At 7 fell in with several bales of cotton; hove main yard aback and lowered boats to go after and pick up cotton. 8 to meridian: Picked up 14 bales of cotton from wreck of prize schooner *America*. Wore ship as occasion required; set topgallant sails. At 5:20 p. m. tacked ship to the eastward. At 7 o'clock got a hawser passed to the wreck, and hove to under topsails, with reef tackles hauled out, and spanker.

August 29.—At 5 a. m. had a heavy squall from the north, with rain. Furlled all sail. At 7 hauled the wreck alongside. 8 to meridian: All hands employed to right the wreck; did not succeed. At 11 cast off from alongside, but held to her by bow hawser. At 5:30 p. m. cast off from the wreck.

Report of Acting Volunteer Lieutenant Hill, U. S. Navy, commanding U. S. bark William G. Anderson.

U. S. BARK W. G. ANDERSON,
Off Rio Grande, August 30, 1863.

SIR: I have the honor to inform you of the capture of the schooner *America*, with a cargo of 55 bales of cotton, by this ship under my command, on the 27th instant, about 50 miles to the northward of this port. The *America* was from Caney Creek, Texas, as is acknowledged by her captain and crew, and was bound for the Rio Grande.

I regret to state that after the capture I took the schooner in tow, as she was very slow, and at midnight on the 27th instant the man who was steering her allowed her to come up suddenly into the wind, when, the towline catching under the bowsprit, she at once capsized and turned bottom up. I hove to, lowered boats, and saved all the prize crew, the wreck speedily drifting out of sight in the darkness. All night the breeze was fresh, and in the morning the wreck was not to be seen. Several bales of cotton were discovered during the morning watch and secured, and by night the wreck was sighted. That night I remained by her, and the next day made several unsuccessful attempts to right her, but failing, I cut her open and saved with great difficulty a portion of the cotton in a very wet and damaged state.

As my men worked up to their necks in water to save this portion of the cargo, I propose to allow them the benefit of it as "drift cotton," which they have saved. Trusting this may meet your approval, I am,

Very respectfully, your obedient servant,

FREDERIC S. HILL,
Acting Volunteer Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Attested copy.

SAM. C. PERKINS, *Judge-Advocate.*

Extracts from court-martial record.

Record of the proceedings of a naval general court-martial, convened at the navy yard at Philadelphia on Tuesday, the 7th day of June, A. D. 1864, for the trial of Acting Volunteer Lieutenant Frederic S. Hill.

CHARGE: *Scandalous conduct tending to the destruction of good morals.*

SPECIFICATION: In this, that on or about the first day of September, in the year 1863, the said Acting Volunteer Lieutenant Frederic S. Hill, being then in command of U. S. bark *W. G. Anderson*, one of the vessels of the West Gulf Blockading Squadron, and having captured a vessel, the schooner *America*, off the coast of Texas, took from the said captured vessel about 40 bales of cotton, and on or about the 25th day of September, in the year 1863, shipped the said cotton to Boston, consigned to a mercantile firm in that city for sale, and subsequently, without authority of law, caused the proceeds of the said cotton to be paid to himself and the officers and crew of the bark *W. G. Anderson*, for their individual benefit, and failed to report to the commanding officer or to the Navy Department the facts of the taking and sale of said cotton and distribution of the proceeds thereof;

and further to conceal his proceedings in relation to the said cotton, prevented the fact of the taking of the said 40 bales of cotton, and other facts in relation to the capture of the schooner *America*, from being duly entered on the log book of the bark *W. G. Anderson*.

GIDEON WELLES,
Secretary of the Navy.

NAVY DEPARTMENT, *May 31, 1864.*

Finding.—That the specification is proved, except that portion of it which charges the accused, Acting Volunteer Lieutenant Frederic S. Hill, in the following words, to wit: “And further to conceal his proceedings in relation to the said cotton, prevented the fact of the taking of the said 40 bales of cotton and other facts in relation to the capture of the schooner *America* from being duly entered on the log book of the bark *W. G. Anderson*.”

And they further find the accused, Acting Volunteer Lieutenant Frederic S. Hill, of the charge—guilty.

The court having thus found Acting Volunteer Lieutenant Hill, the accused, guilty of the charge preferred against him by the honorable Secretary of the Navy, in consideration of the fact to them apparent from the evidence that the infraction of the law for the Government of the United States which Acting Volunteer Lieutenant Frederic S. Hill, the accused, was arraigned, is attributable to a misconception of his duty in the premises rather than to any desire or intention to evade the requirements of law or to act fraudulently in the transaction, do adjudge and sentence the said Acting Volunteer Lieutenant Frederic S. Hill to forfeit prize money to the amount of \$900, if so much be due him, or if such amount be not due him, then that his pay shall be stopped to that amount; and further that he, the said Acting Volunteer Lieutenant Frederic S. Hill, be reprimanded by the honorable Secretary of the Navy.

SAMUEL L. BREESE,
Rear-Admiral and Presiding Officer.
T. A. CONOVER,
Commodore.
W. C. NICHOLSON,
Commodore.
EDWARD M. YARD,
Commander.
J. A. DOYLE,
Lieutenant.

SAML. C. PERKINS,
Judge-Advocate.

Unofficial letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Bell, U. S. Navy, after the arrival of the former at his home.

HASTINGS [UP]ON THE HUDSON, *August 28, 1863.*

DEAR COMMODORE: Your kind letter was duly received. I was looking out for your vessel when we came over the South West Bar in

hopes to see you. It would have made all complete in the retirement of our ships from the Mississippi River, where they have so long and so faithfully performed their duty. It would have added much to my pleasure to have brought you along, but I saw long before the surgeons did that poor Morris was, as poor Read said, "ready to shove off," and your stopping was unavoidable, and so I told Mrs. Bell, who, of course, was much disappointed at seeing us all return except her husband. I cheered her up, however, with the idea that you will have your chance in a month or two, and probably a longer respite than I will have. I regret to see that they are beginning to show a jealousy toward the Navy at Charleston, and if it is indulged in it may cause a failure there and our work on Mobile will thereby be rendered more difficult, but one would suppose now that the fall of Charleston was inevitable. Still, the papers lie so that one never knows how much to believe. Sumter is in ruins, and yet it does not surrender, nor do the ironclads go up to Charleston, and from the tone of the papers there is a spirit of fault-finding with the Navy. I have been received with great kindness by everybody; the Secretary wrote me a very handsome letter, approving of all I had done, and told me to take my time about coming to Washington during the hot weather. I found it much hotter in New York than at New Orleans when I left, but they say there was never such a hot spell here. It is now changed and is uncomfortably cool.

I was surprised to see that General Banks had an idea of the rebels attacking Ship Island. I visited the island and found them well prepared to defend the island, and our fellows spoiling for a fight. I feel well assured that Adams will do himself credit, if such a thing should take place, but I have no such idea. His ship is in fine order and in perfect drill; in such an attack Buchanan would have everything to lose and nothing to gain, as he could so easily be driven off again even if he succeeded in taking it. I see Goldsborough has been relieved by Thatcher in the command of the *Colorado*, and some other changes are mentioned in the paper of to-day. I enclose an order for the carrying into execution the sentence of [Thomas] Henderson, engineer, which please have done.

When I visit Washington I will endeavor to place the affair of your entertaining the rebels in its true light. I trust that you will never consider yourself under any obligation to me for doing you a simple act of justice.

My eyes are giving out.

I remain, your friend,

D. G. FARRAGUT,
Rear-Admiral.

Commodore H. H. BELL,
Comdg. Western Gulf Blockading Squadron, New Orleans.

DEAR COMMODORE: The admiral's eyes have given out, so he was obliged to close his letter before he could deliver you my remembrances, and tell you that he never saw Mrs. Bell looking so well as she did when she called to see us ten days ago with Willie; and Willie is growing quite fast. He will be a tall man, evidently. Loyall left us yesterday for West Point. This is a great trial to me, as I feel as if

it is really "the flight from his nest." Other separations have always been attended with a hope of his return.

With my best wishes for a continuance of your health and a safe return to your family.

Very sincerely,

VIRGINIA L. FARRAGUT.

Letter from Commodore Bell, U. S. Navy, to Major-General Banks, U. S. Army, regretting his inability to furnish cooperation in the Mississippi River.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, August 28, 1863.

SIR: I had the honor, at 6 p. m., August 28th, of receiving your dispatch, dated 27th August, informing me of an expected raid being made by the rebels to the banks of the Mississippi River, and the necessity of having gunboats sent up to patrol the river.

I would immediately dispatch one or more vessels on that important service if I had them. Every gunboat in the river, except two at Quarantine, has her machinery apart undergoing repairs, and I find myself at this time unable to comply with your request. Since the transfer of the river all above New Orleans to Rear-Admiral Porter, there has been no force left in reserve here for such exigencies. I will, however, as soon as a vessel can be made ready, send her to patrol the river above.

I would most respectfully request your attention to the quarantine regulations of this port, extending alike to ships of war, whose services are always in demand, as to merchant vessels. Two of them are now detained in quarantine, although having clear bills of health. They could be dispatched on the duty required if the quarantine regulations were amended in such manner as not to detain United States ships of war unless contagious or infectious diseases be on board of them.

I am, most respectfully, your obedient servant,

H. H. BELL,

Commodore, Comdg. Western Gulf Blockdg. Squadron pro tem.

Major-General N. P. BANKS,

Commander in Chief, Department of the Gulf.

Order of Commodore Bell, U. S. Navy, to Commander Townsend, U. S. Navy, commanding U. S. S. Essex, to cooperate, if possible, with Major-General Banks, U. S. Army.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, August 28, 1863.

SIR: I enclose herewith copy of a requisition on me from Major-General Banks for a steamer to patrol the river above New Orleans, in order to guard transports against surprise by rebel troops coming over from Opelousas, of which the general has heard.

I have no vessels, here except broken-down craft from the outside blockade, all their machinery being apart and undergoing repairs.

They are sent out as soon as they are made ready to relieve others which can scarcely move. No calculations have been made for river service since Rear-Admiral Porter took charge of it. I trust, therefore, you will be able, with the *Essex*, to meet the wishes of General Banks. If, in the meantime, one of my cruisers should come up the river, I'll send her on to meet you and to act in concert until you can call down the river one of your fast boats suitable for patrol duty.

Your requisitions have been signed, but I doubt whether they can be filled to your satisfaction.

I am, very respectfully, your obedient servant,

H. H. BELL,

Commodore, Comdg. West Gulf Blockdg. Squadron pro tem.

Commander ROBERT TOWNSEND,

U. S. Ironclad Steamer Essex, off Donaldsonville, La.

Order of Commodore Bell, U. S. Navy, to Acting Master Tibbits, U. S. Navy, commanding U. S. S. Arizona, to proceed to duty in Berwick Bay.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, August 29, 1863.

SIR: You will proceed in the *Arizona* under your command to Brashear City, Berwick Bay, and report your arrival there to Acting Volunteer Lieutenant Frederick Crocker, commanding the U. S. S. *Clifton*, for such duty as he may assign you. If you should not meet the *Clifton* at Brashear City, you will proceed in the *Arizona* to join her without delay.

I am, respectfully,

[H. H. BELL],

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Acting Master HOWARD TIBBITS,

Commanding U. S. S. Arizona, off New Orleans.

Order of Commodore Bell, U. S. Navy, to Acting Volunteer Lieutenant Crocker, U. S. Navy, regarding vessels suitable for his command on the Louisiana coast.

U. S. S. PENSACOLA,
Off New Orleans, August 29, 1863.

SIR: I have ordered Acting Master H. Tibbits to proceed in command of the U. S. S. *Arizona* to Brashear City, Berwick Bay, and report to you for such duty as you may assign him.

The *Clifton*, *Arizona*, and *Sachem* are the only vessels of light draft that I have which are suitable for the service assigned you, and they are believed to be sufficient, viz, for cooperation with the army on the coast of, and in the bayous of, Louisiana.

When you approach Sabine Pass, report your presence to the senior officer on blockade there and show him your instructions, as well as explain to him the objects of the expedition, which the great draft of the vessels under his command unfortunately prevents his participating in.

I shall dispatch a coal vessel at once to Sabine Pass, but her draft of water being 10 feet she will anchor outside, where you will take

your supplies on board until you can lighten her enough to cross the bar.

I am, very respectfully,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Acting Volunteer Lieutenant FREDERICK CROCKER,
U. S. S. Clifton, Brashear City.

Order of Commodore Bell, U. S. Navy, to Lieutenant-Commander Cooke, U. S. Navy, commanding U. S. S. Estrella, to proceed to patrol duty in the Mississippi River.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, August 29, 1863.

SIR: You will proceed in the *Estrella* up the river to Donaldsonville, or as far as Morganza, and report your presence to Commander Robert Townsend, of the U. S. ironclad *Essex*, for assisting in patrolling the river as far as Morganza against the operations of guerillas.

When Commander Townsend shall consider your presence there as no longer necessary, return to this station. The objects of your expedition are fully explained by the enclosed copy of a letter from Major-General Banks.

I am, very respectfully,

[H. H. BELL],

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Lieutenant-Commander A. P. COOKE,
U. S. S. Estrella, off New Orleans.

Order of Commodore Bell, U. S. Navy, to Lieutenant-Commander Madigan, U. S. Navy, commanding off Sabine Pass, to render assistance to light-draft vessels sent to duty on the coast of Louisiana.

U. S. S. PENSACOLA,
Off New Orleans, August 29, 1863.

SIR: I have assigned to Acting Volunteer Lieutenant Frederick Crocker, commanding the *Clifton*, some of the lightest draft vessels on the station for cooperation with the army in its movements up the bayous and along the coast. Should they arrive off the Sabine whilst you are there, of which there is every probability, you will please give them every assistance in your power to insure success.

I am extremely sorry that your own vessels and yourself, who have had all the fatigues of the blockade, can not participate in or lead these operations, but as the draft of your vessels are too great for crossing the bar, the assignment of this duty to other vessels and other officers is unavoidable.

I am loading a coal vessel for that pass; her great draft of water will require her to anchor off the bar until the greater part of the coals are taken out.

As soon as you may be assured of the success of the expedition referred to, and that no assistance will be required from your force,

you will inform the commanding officer off Galveston of the result, and proceed to New Orleans in the *Owasco*, to recuperate the health of your crew.

I am, most respectfully,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Lieutenant-Commander JOHN MADIGAN,

U. S. Gunboat Owasco, off Sabine Pass.

[Telegram.]

U. S. S. PENSACOLA,

New Orleans, August 29, 1863.

SIR: Come to the city in the *Gertrude* when the quarantine is removed.

Your prize steamer *Warrior* will remain in the hands of your prize crew. She will come up when out of quarantine, and be turned over to the marshal.

Respectfully,

H. H. BELL,

Commodore.

W. K. CRESSY,

Commanding U. S. S. Gertrude, at Quarantine.

Report of Commander Townsend, U. S. Navy, commanding U. S. S. Essex, giving the reasons for his noncompliance with request for cooperation with Major-General Banks, U. S. Army.

U. S. IRONCLAD STEAMER ESSEX,

Off Donaldsonville, La., August 30, 1863.

COMMODORE: I have the honor to acknowledge the reception this morning, by the hands of Lieutenant-Commander Cooke, of the *Estrella*, of your communication of the 28th instant, covering the copy of a letter from Major-General Banks to yourself. It would have afforded me great pleasure to comply literally with your request and take the *Essex*, slow as she is, to the menaced points; but, under Admiral Porter's instructions and orders, I would scarcely be justified in doing so, except in case the division above me should seem inadequate to the duty required of it. Let me explain: On the 11th instant Admiral Porter divided his command into eight districts. The first district, comprising the Mississippi from New Orleans to Donaldsonville, he has placed under my command. The second district extends hence to Red River. In the same general order (No. 80) he says: "Each district will be under the command of divisional officers, who will be responsible to me for their immediate districts. The vessels of one district are not to be ordered away from that district by any superior officer, unless it can be shown that a great emergency exists for so doing." In his General Orders, No. 35, he says: "No vessel belonging to this squadron will leave the station assigned it without a written order from me. Military officers must make requisition on me for vessels when they are wanted, and officers commanding must decline

acceding to any order or request to leave a station where I have placed them." These orders are stringent; yet I know that Admiral Porter would not blame me for leaving my district did the emergency require it. Three weeks ago Colonel [Nathan A. M.] Dudley, commanding at Baton Rouge, telegraphed that a force of artillery and infantry was approaching Colonel [James] Smith's camp, 12 miles above this place, and requested that a gunboat might move up to support him. The case seemed critical and I at once started; made the 12 miles in a little over four hours, and after such exertion for the ponderous *Essex* found the alarm a false one. I also found the *Kenwood*, a fast tinclad from above, which had reached the place several hours before me. You will perceive, commodore, from my letter to the commanding officer of the second division, a copy of which I transmit herewith, that I propose "to go up in the *Essex* should he need assistance against established batteries." I think you will agree with me, sir, that the *Lafayette*, a more formidable ironclad than the *Essex* and able to make 5 or 6 miles against the current, and the *Kenwood*, a rapid, well-armed tinclad, are more than a match for any ordinary emergency. If it should prove that heavy work is to be done, the *Essex* will be there to perform her part. Now that you know of her cumbrous slowness, you will perceive that a vessel that can be outmarched by infantry is scarcely suitable for patrol duty; and, under all these circumstances, I trust you will excuse me that I have not immediately complied with your request.

Admiral Porter writes to me: "Vessels will be sent you as fast as I can get them." The *Essex* is alone in the division. Had I another vessel I would have sent her with your dispatches to the commanding officer of the second division, and thus have enabled the *Estrella*, which you so generously and promptly sent, to return to you without delay. As it is, I think she will not be detained after she shall reach Port Hudson. After receiving your communication I learned that the *Iberville* had just passed down, reporting that "one of the gunboats had routed and dispersed a force of guerrillas at Morgan bend," probably the very force, or a portion of it, to which General Banks refers. But you will doubtless have heard from the *Iberville*, at New Orleans, the particulars of the affair, of which I learned but the simple fact.

I thank you most warmly, commodore, for your obliging kindness in furnishing the *Essex* with much-needed supplies. Among other benefits, I trust your assistance will enable me to make the *Essex Junior* a fast and serviceable craft. I am cutting up some old boilers, with which I intend to protect her forecastle, that I may mount there a 12-pounder howitzer. Small as she is, she can then be of some service in attending to improvised guerrillas, should any such make their appearance in this neighborhood. But I hope that Admiral Porter will soon be able to send down to me one or two small regular gunboats for the service between New Orleans and Donaldsonville. Please excuse this long letter with its many extracts. I only hope that its perusal may not trench too much upon your valuable time.

I have the honor to remain, very respectfully, your obedient servant,

ROBERT TOWNSEND,

Commander, U. S. Navy, Commanding.

Commodore HENRY H. BELL, U. S. Navy,

Commanding West Gulf Blockading Squadron.

[Enclosure.]

U. S. S. ESSEX,

Off Donaldsonville, La., August 30, 1863.

SIR: Enclosed herewith I send you copies of a communication from Commodore H. H. Bell, and of a letter to the latter from General N. P. Banks, just received by the hands of Lieutenant-Commander Cooke, commanding U. S. S. *Estrella*. As the points referred to in these communications lie in the second district of Admiral Porter's squadron, I have directed Captain Cooke to proceed on up the river and communicate to you the information of the apprehended raid. I presume you will be able to take care of the guerrillas in your division without retaining the *Estrella*. If you need assistance against established batteries send down a transport to aid in towing us, and I will go up in the *Essex*. Where speed is important we require a tow, as the *Essex* can make only 3 miles an hour against the current.

I learn by the *Iberville*, just passed down, that one of your gunboats has badly cut up and dispersed the guerrillas in Morgan Bend, perhaps the same party to whom the within communications refer. I congratulate you on this successful dispersion of rebels within your command. Please inform me in regard to the facts, and what news you have regarding the enemy's movements.

I remain, very respectfully, your obedient servant,

ROBERT TOWNSEND,

*Commander, U. S. Navy, Commanding First Division,
Mississippi Squadron.*

COMMANDER OF THE SECOND DIVISION, MISSISSIPPI SQUADRON.

Report of Commander Townsend, U. S. Navy, regarding request for cooperation with Major-General Banks, U. S. Army.

U. S. IRONCLAD STEAMER ESSEX,

Off Donaldsonville, La., August 31, 1863.

ADMIRAL: I have the honor to enclose herewith copies of a communication from Commodore Bell, commanding West Gulf Squadron, of a letter to the latter from General Banks, and of a communication from myself to the commanding officer of the second division of your squadron. These documents will explain themselves and the action I took in the case.

I have written to Commodore Bell informing him of your having divided your command into districts under divisional commanders and of your general orders against interference with other divisions except in emergent cases. I also informed him that at present the *Essex* was the only vessel you could spare to look out for the first district, although it was your intention to send me other vessels as soon as you could do so; that making but a scant 3 miles against the current, she could be outmarched by infantry, and was therefore scarcely fitted to patrol the river. And I thought he would agree with me that the vessels you had assigned to the second division would be abundantly able to check and break up any raid the guerrillas might attempt just now. If assistance were required by them, I would at once proceed with the *Essex* to their aid. I took pains to give Commodore Bell succinctly, yet courteously, my reasons for not complying with his request that

the *Essex* should proceed to Plaquemine and Morganza. And while thanking him for his promptness in sending up the *Estrella*, I endeavored to show him that your arrangements for naval protection to the river were quite complete and soon would be altogether so.

Hoping that my action in this matter may meet with your approbation,

I have the honor to remain, very respectfully, your obedient servant,

ROBERT TOWNSEND,

Commander, U. S. Navy, Comdg. First Div., Mississippi Squadron.

Rear-Admiral DAVID D. PORTER, U. S. Navy,

Commanding Mississippi Squadron.

Report of Commander Mullany, U. S. Navy, regarding affairs off Galveston.

U. S. S. BIENVILLE,

Off Galveston, Tex., August 31, 1863.

SIR: I have ordered Commander Woolsey to proceed to New Orleans with the steamer *Princess Royal* for the purpose of repairing her machinery, which is badly disabled, and as the surveying officers state that the temporary repairs made upon the engine can not be relied upon in case of bad weather, I have deemed it my duty to send her up, accompanied by the *Tennessee*.

The *Princess Royal* left here for the Rio Grande on the 19th, and the *Cayuga* arrived on the 24th instant a. m. A schooner chartered by Commander Woolsey arrived here the evening of the 24th instant from the Rio Grande, bringing up Lieutenant McKay, with a message from Commander Woolsey that the *Princess Royal* was totally disabled and that he required immediate assistance. On the 25th, having coaled the *Tennessee*, I dispatched her with orders to tow the *Princess Royal* to this station, and on the 28th she returned here, bringing with her the disabled steamer.

I have no vessel to spare to send to the Rio Grande, as the *Cayuga* is required here to take the place of the *Tennessee*.

The coal schooner *Argus Eye* will be discharged to-day or to-morrow. There is just enough coal on board of her to fill up the gunboats. The *Tennessee* has coal enough on board only to take her to New Orleans. I have taken from the *Princess Royal* all that she could spare.

I enclose for your information the report of the survey on the machinery of the *Princess Royal*; also two reports made to me by Lieutenant-Commander Dana, commanding U. S. S. *Cayuga*, one of which relates to the trade with Matamoras, and the other to the defenses of Galveston.

I have to request that you will order the commander of the *Tennessee* to take in a full supply of coal in case you determine to send her back to this station again, as she had a short supply before.

The enemy appears to be busily employed at Fort Magruder, building barracks and mounting guns. I can not discover that he has mounted any guns yet at Pelican Spit.

I send up by the *Tennessee* two deserters from the rebel army, to whom I administered the enclosed oath of allegiance.

I have to report to you the death of two of the crew of this ship on the 28th instant, viz, Joseph McMahon, coal heaver, who died of disease of the heart, and Thomas F. Jones (colored), landsman, who jumped overboard during a violent squall at 11:20 p. m. in a fit of delirium and was drowned.

A coal vessel is required here immediately to supply the wants of this division of the squadron.

I am, very respectfully, your obedient servant,

J. R. M. MULLANY,

Commander and Senior Officer Present.

Commodore H. H. BELL,

Comdg. West Gulf Blockdg. Squadron, off New Orleans, La.

Report of Commander Mullany, U. S. Navy, regarding the condition of the U. S. S. Bienville.

U. S. S. BIENVILLE,

Off Galveston, Tex., August 31, 1863.

SIR: Herewith I have the honor to enclose a report made to me by the chief engineer of this ship in relation to her boilers and machinery, which I respectfully ask may receive due consideration.

You will perhaps bear in mind, sir, that I reported to you verbally some time ago that our boilers were in a leaky condition, and that I requested your permission to haul the fires and to blow off the steam for the purpose of repairing them. Owing to the limited number of vessels on the station at the time, you did not deem it proper to assent to my request.

Since then they have been getting worse. On the 26th instant I was obliged to haul the fires under the port boiler and to blow off the steam and water for the purpose of repairing three very bad leaks, one of which required a patch of 11 inches square and ten bolts to secure it.

The ship was, in consequence of these leaks, rendered inefficient from 8 a. m. until midnight, owing to the fact that she has but two boilers. When the water is blown from one of them, she is listed over so far as to render it difficult to fight the battery, and the remaining boiler will not supply a sufficient quantity of steam to enable the ship to be managed efficiently.

I have satisfied myself that the chief engineer has rather underrated the condition of the boilers than otherwise, and therefore trust that an opportunity will be afforded at an early date to repair them, calling your attention at the same time to the fact that this ship has been under steam since the 20th February without even an opportunity of sweeping the flues, which are now so completely choked up as to render it difficult to drive the ship more than 7 or 8 knots per hour.

Permit me to call your attention to the condition of this ship's rudder. I find it is growing worse, and notwithstanding the bands that were placed on the stock, the ship scarcely answers her helm in a sea-way or when there is a moderate breeze, owing to the strength of the stock being insufficient to keep the guiding part or feather of the rudder at the proper angle.

I therefore respectfully request that an opportunity may be speedily afforded me to replace it with a new one, for, with a crippled rudder, the boilers in their present defective state, this ship is liable to become severely disabled at any moment.

I am, very respectfully, your obedient servant,

J. R. M. MULLANY,

Commander and Senior Officer Present.

Commodore H. H. BELL,

Comdg. West Gulf Blockdg. Squadron, off New Orleans, La.

[Enclosure.]

U. S. S. BIENVILLE,

Off Galveston, Tex., August 28, 1863.

SIR: In obedience to your order, I respectfully reduce to writing my verbal report made to you this day in relation to the engine and boilers of this ship.

The boilers are getting very defective and unsafe, the iron in the ash pans and the back ends of the furnaces on the line of the grate bars are constantly giving away and require to be patched frequently.

The lower tier of flues on the port boilers are leaking very badly, the rivet heads being entirely gone in a number of places; these leaks keep the flues full of water; the evaporation thereof has left a large deposit of salt and ashes in them, seriously affecting the draft.

This vessel having but two boilers of the return-flue style, in case of one being disabled and requires blowing out for repairs, we can not generate steam with the other to keep the ship underway with any speed for but a very short time.

The engine requires repacking, valves grinding, and a thorough examination throughout. I would respectfully state that the ship having been under steam over six months without hauling fires it has become absolutely necessary for the engine and boilers to undergo thorough repairs to make them reliable and efficient, especially the boilers, for, in their present condition, I am apprehensive of their giving out and leaving the ship disabled at any moment.

Very respectfully, your obedient servant,

WM. F. WRIGHT,

Acting Chief Engineer.

Commander J. R. M. MULLANY, U. S. Navy,

Commanding U. S. S. Bienville.

Order of Commodore Bell, U. S. Navy, to Commander Rolando, U. S. Navy, commanding U. S. S. Seminole, to proceed to duty in the interception of contraband trade with Matamoras and general blockade duty at the mouth of the Rio Grande.

U. S. STEAM SLOOP PENSACOLA,

New Orleans, August 31, 1863.

SIR: You will proceed in the *Seminole* to the mouth of the Rio Grande, Mexico, as a part of the United States naval force blockading the coast of Texas, to look after the trade in contraband of war which is carried on with Matamoras.

The rebels receive the greater part of their supplies of arms, ammunition, clothing, and other interdicted articles by neutral vessels, particularly British vessels clearing for Matamoras; their papers are not only artfully drawn up, but their cargoes also are most artfully disguised and concealed. It will require all of your vigilance to detect them. The Government of the United States desires and expects that trade to be broken up by every lawful means. They expect the United States cruisers rigidly and firmly, but without giving unnecessary annoyance, to examine every commercial vessel for contraband of war that they may meet on the high seas approaching or departing from the Rio Grande.

The departing vessels are often freighted with cotton belonging to the Confederate States, the shipments having been made by established and recognized agents residing on the Mexican soil. The United States consul at Matamoras is doubtlessly acquainted with them, and should furnish you with legal proofs sufficient for you to act.

You are herewith supplied with descriptions of blockade runners, and you are requested to have a copy made of others which are on a list supplied to Commander Woolsey, of the *Princess Royal*, of which I have no second copy. On that list you will find some noted names, and the vessels were at last accounts lying off Rio Grande, discharging cargoes, viz: British steamers *Sir William Peel*, *Edward Harvins*, *Gladiator*, *Sea Queen*, and *Celt*.

You are particularly desired to watch that no privateer is fitted out on that coast.

The Navy Department directs that the *Sumter*, alias *Gibraltar*, shall be captured wherever she may be met with on the high seas. In respecting the neutral waters of Mexico, your jurisdiction on the United States side of that line will be complete. If you anchor on the Mexican side there might be a question as to your pursuing directly a vessel sailing from there. You will also look out for the blockade of Brazos Santiago and adjacent inlets.

Another vessel will be sent to cruise off the coast as soon as one can be made ready.

You will get your supplies of coal and provisions as you need them off the bar of Galveston, where the senior officer on the coast of Texas is stationed, and you will please make your reports through that officer.

I would remind you that you will probably meet French cruisers off the Rio Grande, who exercise belligerent rights out on the high seas and in Mexican waters, but they have no such rights on the side of the United States.

If there should be any uncertainty about the character of a vessel send her in for the courts to decide, being careful to collect all the evidence against her that can be found.

A prize court is established in New Orleans.

I am, very respectfully,

[H. H. BELL],

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Commander HENRY ROLANDO,

Commanding U. S. S. Seminole, New Orleans.

Order of Commodore Bell, U. S. Navy, to Commander Rolando, U. S. Navy, commanding U. S. S. Seminole.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, August 31, 1863.

SIR: As soon as the *Seminole* is ready for sea, proceed to the Rio Grande in compliance with your instructions.

I am, respectfully,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Commander HENRY ROLANDO,

Commanding U. S. S. Seminole, New Orleans.

Order of Commodore Bell, U. S. Navy, to Captain Gillis, U. S. Navy, commanding U. S. S. Ossipee, for the transportation of recruits for vessels on the coast of Texas.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, September 1, 1863.

SIR: You will please receive on board of the *Ossipee* a number of recruits for the vessels on blockade off the coast of Texas, viz, the *Katahdin*, *Cayuga*, *New London*, and bark *W. G. Anderson*.

The bark *Anderson* is on the blockade off Aransas Pass. The times of her crew expired some time ago. You will please therefore transfer her recruits to the U. S. S. *Bienville* when you arrive off Galveston and send her to Aransas Pass, to put them on board of the *Anderson*, which having done, the *Bienville* and *Anderson* will both proceed to Pensacola, under the orders I shall send there by you.

I am, very respectfully,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Captain JOHN P. GILLIS,

Commanding U. S. Steam Sloop Ossipee.

Order of Commander Mullany, U. S. Navy, to Commander Woolsey, U. S. Navy, commanding U. S. S. Princess Royal, to proceed to New Orleans.

U. S. S. BIENVILLE,
Off Galveston, Tex., September 1, 1863.

SIR: You will please proceed to New Orleans with the steamer *Princess Royal* under your command, in tow of the steamer *Tennessee*.

On your arrival there report to Commodore H. H. Bell for further instructions.

Very respectfully, your obedient servant,

J. R. M. MULLANY,

Commander and Senior Officer Present.

Commander M. B. WOOLSEY,

Commanding U. S. S. Princess Royal.

Order of Commander Mullany, U. S. Navy, to Lieutenant-Commander Henry, U. S. Navy, commanding U. S. S. Tennessee, for the transportation to New Orleans of men and prize property.

U. S. S. BIENVILLE,
Off Galveston, Tex., September 1, 1863.

SIR: You will please receive on board the *Tennessee*, for passage to New Orleans, two deserters from the rebel army, who will be sent from this ship, six persons taken from prizes captured by the U. S. gunboat *Cayuga*, and a quantity of prize property that will be sent to you from the *Cayuga*.

Please report to Commodore Bell and find out what disposition he wishes made of these men and of the prize property.

Very respectfully, your obedient servant,

J. R. M. MULLANY,
Commander and Senior Officer Present.

Lieutenant-Commander E. W. HENRY,
Commanding U. S. S. *Tennessee*, off Galveston, Tex.

Order of the Acting Secretary of the Navy to Commodore Thatcher, U. S. Navy, to proceed to duty in the West Gulf Squadron.

NAVY DEPARTMENT,
Washington, September 1, 1863.

SIR: Proceed to Philadelphia by the 11th instant and report to Commodore Stribling on that day for passage in the *Bermuda* to the West Gulf Blockading Squadron, and upon falling in with the U. S. steam frigate *Colorado*, you will assume command of that vessel, reporting to Commodore H. H. Bell, commanding that squadron pro tempore, by the first opportunity thereafter.

Very respectfully,

G. V. Fox,
Acting Secretary of the Navy.

Commodore H. K. THATCHER, U. S. Navy,
Boston, Mass.

Report of Commander Townsend, U. S. Navy, commanding U. S. S. Essex, regarding affairs in the Mississippi River.

U. S. IRONCLAD STEAMER ESSEX,
Off Donaldsonville, La., September 2, 1863.

COMMODORE: The *Estrella* has just come down from above. Lieutenant-Commander Cooke has been up as far as Morganza, where he found the *Neosho*, a river monitor. The *Lafayette* was at Port Hudson, the *Kenwood* at Baton Rouge, and another light-draft vessel came down to Morganza from Red River, convoying some transports. At Morganza the guerrillas had fired (with musketry only) upon some of the transports, but the *Neosho* had dispersed them. Lieutenant-Commander Foster, who is to command the second division, had not yet arrived, but was expected daily. Lieutenant-Commander Cooke reports the sea steamer *Continental* ashore off Bayou Goula, where

she got on about 11 o'clock last night. There were one or two steamers assisting her. As Colonel [William O.] Fiske, commanding ashore here, informs me that rebel pickets were seen yesterday at Bayou Goula, I have directed Lieutenant-Commander Cooke to proceed thither and take care of the transports till the *Continental* gets off. Please excuse haste, as the transport that will take this down is waiting.

I have the honor to remain, very respectfully, your obedient servant,

ROBERT TOWNSEND,
Commander, U. S. Navy, Commanding.

Commodore H. H. BELL, U. S. Navy,
Commanding Western Gulf Blockading Squadron.

Letter from the Acting Secretary of the Navy to the Secretary of State, transmitting enclosures regarding the British steamer Sir William Peel, and other traders in the Rio Grande.

NAVY DEPARTMENT, September 2, 1863.

SIR: I have the honor to enclose herewith for your perusal dispatch No. 12 and its enclosures, from Commodore H. H. Bell, commanding Western Gulf Blockading Squadron pro tempore, in reference to the British steamer *Sir William Peel* and other traders at Matamoras or off the Rio Grande and the Mexican boundary line.

The Department would be pleased to receive any suggestions on the subject that may occur to you.

Very respectfully, etc.,

G. V. FOX,
Acting Secretary of the Navy.

Hon. WM. H. SEWARD,
Secretary of State.

Letter from the Secretary of State to the Secretary of the Navy, returning dispatch regarding the case of the British steamer Sir William Peel.

DEPARTMENT OF STATE,
Washington, September 3, 1863.

SIR: I have the honor to acknowledge the receipt of your letter of yesterday and to return the dispatch of Commodore H. H. Bell, which accompanied it. The stipulation in the treaty of Guadalupe Hidalgo, by which the boundary between the United States was begun in the Gulf 3 leagues from land, is still in force. It was intended, however, to regulate within those limits the rights and duties of the parties to the instrument only. It could not affect the rights of any other power under the law of nations. It seems that the peculiarity of the clause adverted to attracted the notice of the British Government. A copy of the reply of this Department upon the subject is herewith enclosed.

I have the honor to be, sir, your obedient servant,

WILLIAM H. SEWARD,
[*Secretary of State.*]

Hon. GIDEON WELLES,
Secretary of the Navy.

[Endorsement.]

Inform commander of West Gulf Squadron that the treaty stipulation applies only to the two countries and does not disturb international law as regards other powers.

W.

[Enclosure.]

DEPARTMENT OF STATE,
Washington, August 19, 1848.

SIR: I have had the honor to receive your note of the 30th April last objecting on behalf of the British Government to that clause in the fifth article of the late treaty between Mexico and the United States, by which it is declared that "the boundary line between the two republics shall commence in the Gulf of Mexico, 3 leagues from land," instead of 1 league from land, which you observe is acknowledged by international law and practice as the extent of territorial jurisdiction over the sea that washes the coasts of States.

In answer I have to state that the stipulation in the treaty can only affect the rights of Mexico and the United States. If, for their mutual convenience, it has been deemed proper to enter into such an arrangement, third parties can have no just cause of complaint. The Government of the United States never intended by this stipulation to question the rights which Great Britain or any other power may possess under the law of nations.

I avail myself of the opportunity to renew to you, sir, the assurance of my high consideration.

JAMES BUCHANAN.

JOHN F. CRAMPTON, Esq., etc.

Instructions from Commodore Bell, U. S. Navy, to Captain Goldsborough, U. S. Navy, commanding U. S. S. Colorado, in view of sickness reported on that vessel.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, September 3, 1863.

DEAR CAPTAIN: I am distressed to hear of sickness being in the *Colorado* and at Pensacola. There being no separate accommodations to assign you there for the reception of your sick, I know of nothing better to be done than for you to cruise offshore, keeping your sick and their clothes separate from the crew, say in the launch on the spar deck.

I shall send your report to the Department by the first steamer.

Look out for the blockade as well as you can.

As you are in quarantine, please excuse me for sending some important papers, description of blockade runners, to Captain Marchand to copy and then give you the original. Two famous rams are named, for which you should be on the lookout.

Please let the *Eugenie* take a dispatch to Commodore Smith to send coal and provision vessels to Ship Island for you.

I have no vessels here ready loaded. You should coal at the Pensacola wharf without communicating, hauling off and proceeding to sea without waiting.

You will please have no communication with the supply steamer daily expected, except verbal.

I will send you the *Gertrude* for blockading about Monday.

Please keep her cruising about 75 miles to the southward and eastward from Mobile Bar. I would thank you to send the *Eugenie* to the lake [Pontchartrain] frequently, provided they don't quarantine her. If they should do that, let her have orders to send me word or her letters, and then return to you.

I am, very respectfully,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Captain JOHN R. GOLDSBOROUGH,
U. S. S. Colorado.

Order of Commodore Bell, U. S. Navy, to Captain Marchand, U. S. Navy, commanding U. S. S. Lackawanna, to forward copies of papers for the U. S. S. Colorado in quarantine.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, September 3, 1863.

SIR: The *Colorado* being in quarantine, I have departed from the usual course and enclosed to yourself, second in command off Mobile, some "Description of blockade runners," forwarded by the Navy Department.

You will please have copies taken of them for the use of the fleet in that direction and send the originals on board to Captain Goldsborough, the senior officer, to whom I have explained this proceeding.

I will send you by the steamer *Gertrude* the articles required by your requisitions.

I trust you will all try to keep sickness out of your vessels.

I am, very respectfully,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Captain JOHN B. MARCHAND,
U. S. S. Lackawanna.

General instructions from Commodore Bell, U. S. Navy, to Captain Gillis, U. S. Navy, commanding U. S. S. Ossipee.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, September 3, 1863.

SIR: Upon your arriving off Galveston and assuming command there, you will please dispatch Captain Mullany in the *Bienville* to put the recruits for the bark *W. G. Anderson* on board of her off Aransas, and thence to Tampico, in fulfillment of his instructions. Upon the arrival off Galveston of the *Princess Royal*, commander M. [B.] Woolsey, dispatch the *Tennessee* to this port, forwarding by her Commander Woolsey's report of things at Rio Grande.

The bark *W. G. Anderson* will be ordered from Aransas to this station when the *Bienville* goes down.

The three-masted schooner *Kittatinny*, Acting Master Commanding Isaac D. Seyburn, is here and will sail immediately to blockade from Corpus Christi to Pass Cavallo, in place of the bark *Anderson*, and the brig *Bohio*, Acting Volunteer Lieutenant W. D. Roath, commanding, to blockade from Pass Cavallo to Rio Brazos.

You will look out for San Luis Pass by vessels from Galveston Bar. Lieutenant-Commander Edward E. Potter, of the gunboat *New London*, having applied for a medical survey, you will please order one if you consider his case as requiring immediate action.

Three hundred and ninety tons coal have been sent in brig *Itasca* to Galveston Bar, and schooner *Manhasset* sailed to-day with 325 tons for the *Clifton*, *Arizona*, and *Sachem*, ordered immediately into Sabine River.

The *Seminole* and other steamers must go to Galveston for coal and supplies of all kinds.

Your supplies of every description will be sent to you off Galveston, and you will be pleased to keep me timely informed of the wants of the vessels under your command.

I am, very respectfully,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Captain JOHN P. GILLIS,

Commanding U. S. Steam Sloop *Ossipee*.

Instructions from Commodore Bell, U. S. Navy, to Captain Gillis, U. S. Navy, upon assuming command of the Galveston blockade.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, September 3, 1863.

SIR: As soon as the *Ossipee* is ready for sea proceed in her to Galveston Bar, agreeably to the orders of Rear-Admiral Farragut, July 28, 1863. Commander J. R. [M.] Mullany, U. S. S. *Bienville*, is in command off Galveston; he will inform you as to the disposition of the vessels on blockade off the coast of Texas, and also of the condition of the enemy, particularly about the harbor of Galveston, its land and water defenses, including the rams and steamboats, about which I have to request you to inform yourself minutely, as active operations will probably be made in that direction ere long.

With this view I have to request you to employ Mr. Davis and the other pilots to sound out anew the outer bars and channels leading toward the forts, and if necessary to establish some small buoys to guide them.

We can not anticipate the movements of the army, but when you have a knowledge of them, however informally, it is trusted that you will give them the cordial cooperation of the force under your command.

If the movement against Sabine Pass should be successful, send the *Owasco* to this port and employ the *New London* at your discretion, but you will please keep her and the gunboats always ready for going into Galveston Bay, when the army is prepared for that attack.

The *Owasco* and *New London* are off Sabine Pass. *Bienville*, *Tennessee*, *Katahdin*, and *Cuyuga* are off Galveston. Bark *W. G. Anderson* is off Aransas and Corpus Christi.

The steamer *Granite City* sails to-morrow to cruise off the coast from Rio Grande to longitude 95° W. and latitude 28° N.

The *Seminole* is stationed off the Rio Grande, to look after the contrabandists trading there, and running into Brazos Santiago. As the *Bienville* will visit Tampico, you can send a vessel there some other time agreeably to the admiral's instructions, to confer with the U. S. consul at that port, but to exercise his own judgment as to the necessity of remaining there.

I am, very respectfully,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Captain JOHN P. GILLIS,

Commanding U. S. S. Ossipee.

Order of Commodore Bell, U. S. Navy, to Commander Mullany, U. S. Navy, to proceed to Tampico to investigate conditions there.

U. S. STEAM SLOOP PENSACOLA,

Off New Orleans, September 3, 1863.

SIR: After Captain Gillis shall have assumed the command off Galveston Bar, you will receive from the *Ossipee* the recruits (with their accounts) drafted for the bark *W. G. Anderson*, and put them on board of her off Aransas Pass.

You will next show yourself off the Rio Grande and communicate with Commander Rolando, of the *Seminole*.

Next proceed off Tampico Bar and visit Mr. Franklin Chase, U. S. consul at that place, who has represented that the presence of a man-of-war is necessary for the protection of our interests there. Of that I wish you to form an opinion for yourself.

Please announce your arrival to him by letter, and enquire particularly whether the rights of the United States have been violated, in order that his facts may be stated.

If your presence there should not be necessary, you will proceed to this port to have the needful repairs made upon your rudder.

The French exercise belligerent rights on that coast, and are in possession of Tampico.

I am, very respectfully,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Captain JOHN R. M. MULLANY,

U. S. S. Bienville.

Order of Commodore Bell, U. S. Navy, to Acting Volunteer Lieutenant Roath, U. S. Navy, commanding U. S. brig Bohio, to proceed to duty on the blockade of Texas.

U. S. STEAM SLOOP PENSACOLA,

New Orleans, September 3, 1863.

SIR: As soon as you are ready for sea, having on board a supply of provisions for three months, you will proceed to blockade the coast of Texas, extending from Corpus Christi to Pass Cavallo.

Two steamers are said to be in Brazos River and two at Lavaca, prepared to go out to attack the sail vessels on blockade. You will

keep on your guard against them; they can venture out only in calm weather.

You will closely examine every merchant vessel you may meet with, and will seize and send into port for adjudication every vessel of whose character you may have a reasonable doubt, taking care to secure and send under seal to the judge all the papers and proofs you may have of her illegal character.

Her log books and charts and reckonings should be carefully sealed and sent to the judge, or the absence of these distinctly stated.

It is inexcusable for a vessel to be much out of her latitude.

A foreign ship of war has no right to cruise inside of you unless you keep off too far from the coast. Always run inside of them after having satisfied yourself of their true character.

First report yourself off Galveston to the senior officer in command there, showing him your orders before proceeding on your cruise.

I am, very respectfully,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Acting Volunteer Lieutenant W. D. ROATH,

U. S. Brig Bohio.

[Like order of same date to Acting Master Isaac D. Seyburn, U. S. Navy, commanding U. S. schooner *Kittatinny*, to cruise between Pass Cavallo and Brazos River.]

Order of Commodore Bell, U. S. Navy, to Acting Volunteer Lieutenant Crocker, U. S. Navy, regarding the disposition of cotton taken on the steamer Queen of the West.

U. S. STEAM SLOOP PENSACOLA,

New Orleans, September 3, 1863.

SIR: You will send to New Orleans by railway the cotton which was taken by the U. S. Navy from the *Queen of the West* at the time of her destruction (about April last) and have the same delivered to the United States prize commissioner at New Orleans, giving him a history of the said cotton.

I am, respectfully,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Captain FREDERICK CROCKER,

U. S. S. Clifton, Brashear City.

Order of Commodore Bell, U. S. Navy, to Lieutenant-Commander Henry, U. S. Navy, commanding U. S. S. Tennessee.

U. S. STEAM SLOOP PENSACOLA,

New Orleans, September 4, 1863.

SIR: Turn over the command of the *Tennessee* to Acting Volunteer Lieutenant George Wiggin, and hold yourself ready for other duty.

I am, very respectfully,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Lieutenant-Commander E. W. HENRY,

U. S. S. Tennessee.

Report of Commodore Bell, U. S. Navy, transmitting report of the appearance of malignant disease on board the U. S. S. Colorado.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, September 4, 1863.

SIR: I have the honor to enclose herewith a report forwarded to me by Captain John R. Goldsborough, U. S. S. *Colorado*, off Mobile Bar, from Surgeon J. D. Miller, of that ship.

Captain Goldsborough states that "a disease in every appearance as malignant and of the same type has made its appearance in Pensacola" (navy yard, I suppose). "How fatal it has been I am not informed."

Considering the circumscribed limits of our occupation at the navy yard and the forts, I do not know of any separate accommodations that could be prepared there for the sick of the *Colorado*. I have consequently directed Captain Goldsborough to cruise off the coast and have no intercourse with any of the fleet until the Navy Department can be heard from in reference to his ship. Assistant Surgeon Chalmers, who brought me the dispatch from the *Colorado*, expressed the belief that the disorder came from the chartered schooner *Enchantress*, which had delivered stores at the navy yard, Pensacola, as well as on board of the *Colorado*, the paymaster's clerk and some marines having been the first victims, the latter standing post near the storeroom. I may add in confirmation of that belief that a fatal disorder of the same character appeared on board the *Enchantress* after her arrival here with stores, her captain having died of it and the mate having been taken down with the same fever. But I am happy to state that no such disorder has yet appeared on board the vessels here.

The *Colorado* is understood to be most carefully policed and ventilated.

I have the honor to be, your obedient servant,

H. H. BELL,
Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. STEAM FRIGATE COLORADO,
Off Mobile, September 1, 1863.

SIR: It becomes my duty to state that a highly malignant disease, resembling in some respects yellow fever, has made its appearance in this ship. Four fatal cases have occurred; three within the last ten days and two others now threaten a like termination. The last cases are the most aggravated in their features.

If, in addition to this statement, it is proper for me to express an opinion, it would be to recommend you to take the *Colorado* away from this coast for a few days until more is known about the nature and progress of this disease.

I am, very respectfully, your obedient servant,

J. D. MILLER,
Surgeon.

Captain JOHN R. GOLDSBOROUGH,
Commanding Division West Gulf Blockading Squadron.

Report of Commodore Bell, U. S. Navy, regarding the movements of certain United States vessels.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, September 4, 1863.

SIR: I have the honor to report that the U. S. S. *Gertrude*, Acting Master W. K. Cressy, arrived on this station and reported on the 21st August, requiring repairs on machinery; that the U. S. S. *Granite City*, Acting Master C. W. Lamson, arrived on the 27th August and sailed to-day for Sabine Pass; both of these steamers having been detained in quarantine.

The U. S. schooner *Kittatinny*, Acting Master Isaac D. Seyburn, arrived on the 3d instant and will sail immediately for blockade service, coast of Texas. The U. S. storeship *Courier* arrived on the 27th August and sailed to-day for New York.

I have the honor to be, your obedient servant,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commodore Bell, U. S. Navy, regarding the movements and condition of certain vessels on the Texas blockade.

U. S. S. PENSACOLA,
Off New Orleans, September 5, 1863.

SIR: I have respectfully to inform the Department that the U. S. S. *Seminole*, Commander Rolando, left this for the Rio Grande on the 1st instant to look after contraband traders and blockade runners at that point, and that Captain John P. Gillis, U. S. S. *Ossipee*, left yesterday morning for Galveston Bar, and will send hither the *Bienville* to receive some indispensable repairs instead of going to Pensacola, where a fatal malady is said to prevail. I sent orders for the *Bienville* to proceed first to Tampico and communicate with the U. S. consul before I was made aware of that vessel's crippled condition.

The U. S. S. *Princess Royal* came up yesterday from Galveston, her main pillow block broken, and attended by the U. S. S. *Tennessee* to assist her.

The *Sciota*, *Kennebec*, *Pinola*, *Virginia*, *Albatross*, and *Antona* are undergoing extensive repairs; the *Gertrude*, just out, is also receiving repairs.

I have the honor to be, your obedient servant,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

HON. GIDEON WELLES,

Secretary of the Navy, Washington City.

Report of Commander Woolsey, U. S. Navy, commanding U. S. S. Princess Royal, covering the operations of that vessel from August 10, 1863.

U. S. S. PRINCESS ROYAL,
New Orleans, September 5, 1863.

SIR: Having returned from the Rio Grande via Galveston, in tow of the U. S. S. *Tennessee*, I respectfully report as follows:

My report to the senior officer off Galveston of August 10 gives the particulars concerning the *Sir William Peel*. On the 10th ultimo Lieutenant McKay and Acting Assistant Paymaster Stevenson returned from Matamoras, and that afternoon the governor visited me, in company with the captain of the port, and assured me that according to the treaty of Guadalupe Hidalgo the boundary line between the United States and Mexico commenced at the entrance of the channel of the Rio Grande. This placed it some hundred yards farther north than I supposed, as the channel turns to the northward from the point of land forming the visible entrance of the river. The governor offered to send me a copy of the treaty, which promise was never complied with. Upon the departure of the governor I saluted him with fifteen guns and the Mexican flag at the fore. On the same day (11th) I seized the hermaphrodite brig *Atlantic* of Nassau, [New Providence]. The particulars are contained in my report to the honorable Secretary of the Navy, which is forwarded through you. If the prize does not arrive I will forward a copy of the same. On the 12th ultimo I seized the schooner *Flying Scud*, under circumstances fully set forth in my report to the honorable Secretary of the Navy, which you will receive to-day, that vessel having arrived. Not having men to spare from this ship for a prize crew, I divided the crew of the *Flying Scud* and sent five of them up in the *Bermuda*, with orders to Acting Master Commanding Smith to deliver them up to the flagship at New Orleans and to report the circumstance to you. The *Atlantic* and *Flying Scud* both sailed for New Orleans on the 14th.

The following vessels mentioned in your instructions to me were lying in Mexican waters and beyond my reach, viz: The *Sir William Peel*, *Edward Hawkins*, and *Gladiator*. They were all receiving cotton when I left and while I was there. The *Sea Queen* had sailed some time before my arrival. The *Celt* was lying on our side at the time; I therefore searched her and kept a guard on board her until the supercargo could go to Matamoras and procure her papers. The vessel was empty, with the exception of a small quantity of copper shipped from Matamoras. The papers were produced, examined on board this vessel, and found to be correct. I then removed the guard, having failed to procure any evidence to convict her, though there is no doubt that she brought goods for the rebels. The consul endeavored to procure evidence against her, but without success. I have no reason for believing that any vessel lying in Mexican waters is fitting for a privateer. I went there with suspicions with regard to the *Sir William Peel*, but after much scrutiny, cautious enquiry, and consultation with the U. S. consul, I was satisfied that she is not intended for any such purpose. I believe she is entirely unfit for it. She is an old vessel, broken-backed, and represented as being slow; her machinery is also exposed.

On the 14th ultimo, being nearly out of coal, I left the *Cayuga* in charge and went to Galveston for a supply. I received 90 tons and returned, arriving off Rio Grande at 8 a. m., 18th. I found the bark *Anderson* lying there, which vessel I had looked for on my way down. Immediately upon my arrival, I received a letter from her Britannic Majesty's acting vice-consul at Matamoras, a copy of which I respectfully forward with this, together with my reply.

On the 20th, the *Cayuga* being nearly out of coal, I sent her to Galveston for a supply. On the 22d the accident occurred which I have

detailed in another report. The vessel being very near the mouth of the river, I set myself to work to get her offshore, which I did, after being forced to clubhaul, using our only kedge and a 6-inch towline. I then sent Lieutenant McKay to Galveston in a schooner (which I hired for that purpose at the rate of \$50 per day) to make known our situation. I considered this precaution necessary for the following reasons, viz: I had discovered that this vessel was entirely helpless under canvas; I knew that the rebels possessed the means of fitting out an expedition against us independently of two mailed steamers lying in Pass Cavallo, and that the presence of a steamer here in our stead was necessary. On the 24th I succeeded in purchasing from the American bark *Mary Bently*, for the sum of \$55, four hard-wood stanchions out of her hold and two spare spars. The forge was rigged and the engineers commenced the temporary repairs of the engines.

On the night of the 26th the *Tennessee* arrived with orders to tow this vessel up and for the bark *Anderson* to return to her station. I ordered the captain of the *Anderson* to pay bills, get my hawser and kedge, and sail for his station the next morning; then took the hawser of the *Tennessee*. I respectfully forward herewith copies of some correspondence which occurred while at Rio Grande. The rules observed by the *Princess Royal*, a copy of which I sent to the consul, I requested him in a private note not to publish nor to show, excepting privately and confidentially, as they were null and void unless approved by the commander in chief.

I am, very respectfully, your obedient servant,

M. B. WOOLSEY,
Commander.

Commodore HENRY H. BELL,
Commanding West Gulf Blockading Squadron.

Letter from the Secretary of State to the Secretary of the Navy, transmitting dispatch from the U. S. consul at Matamoras.

DEPARTMENT OF STATE,
Washington, September 5, 1863.

SIR: I have the honor to enclose for your information a copy of a dispatch dated 21st July last (No. 19) from L. Pierce, jr., giving the names of certain English vessels engaged to carry cotton for rebels from that place to Europe.

I have the honor to be, sir, your obedient servant,

WILLIAM H. SEWARD.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

U. S. CONSULATE,
Matamoras, July 21, 1863.

SIR: On the 15th instant the rebel General Bee, commanding the western frontier of Texas, issued an order prohibiting any more cotton crossing the Rio Grande, at the same time calling a meeting of the owners or agents of the owners of all the cotton in Brownsville or its vicinity.

At the meeting General Bee stated to the merchants that the Confederate Government had a large stock of cotton on the way out, but as it would not reach the frontier for some sixty days, and it was very necessary that they should have cotton to send to Europe immediately, that he would borrow one-fifth of all that was in the vicinity of the crossing. The Texas merchants have submitted, and I believe that some of the foreigners have also.

To carry this cotton to Europe the British steamers *Sea Queen* and *Sir William Peel* and the sailing ship *Gladiator* (also British) have been engaged and are now loading.

All of these vessels were consigned to rebel agents in this city, and the larger part of their cargoes had been sent forward for rebel consumption. A great many army blankets, which were brought here in these steamers and also stored here, to be sent forward in the fall.

I am, sir, very respectfully, your most obedient servant,

L. PIERCE, Jr.,
United States Consul.

The SECRETARY OF STATE,
Washington, D. C.

Order of Commander Mullany, U. S. Navy, to Lieutenant-Commander Dana, U. S. Navy, commanding the U. S. S. Cayuga, to proceed to blockade duty off Sabine Pass.

U. S. S. BIENVILLE,
Off Galveston, Tex., September 6, 1863.

SIR: You will please fill up your coal and then proceed, with the *Cayuga* under your command, with all dispatch to the blockading station off Sabine Pass.

You are expected to keep up as rigid a blockade as circumstances will admit of.

When you find your coal getting low, you are authorized to return here for a fresh supply.

Very respectfully, your obedient servant,

J. R. M. MULLANY,
Commander and Senior Officer Present.

Lieutenant-Commander WM. H. DANA,
Commanding U. S. S. *Cayuga*.

Report of Lieutenant-Commander Gamble, U. S. Navy, commanding U. S. S. Pocahontas, regarding gale encountered by that vessel en route from New Orleans to Philadelphia.

U. S. S. POCAHONTAS,
Philadelphia, September 7, 1863.

SIR: I have the honor to report the arrival to-day at this port of the U. S. S. *Pocahontas* under my command. In compliance with orders from Commodore H. H. Bell, commanding Western Gulf Blockading Squadron, I sailed from New Orleans for Philadelphia at noon on the 19th of August, crossed the bar at South West Pass at 6:30 a. m. the

21st. At 4 p. m., the 27th, in latitude $33^{\circ} 50' N.$, longitude $77^{\circ} W.$, wind was, and had been for sixteen hours, blowing a gale from the S. E., sea very heavy; it suddenly veered to north and for one hour blew a fierce hurricane; ship labored heavily, leaked badly, and fell off in the trough of the sea. A tarpaulin was at once placed in the weather main rigging, which brought the ship to 4 points. My port quarter boat was stove by the force of the wind, and the starboard one by the sea. At 4:30 the smokestack was blown down, falling in the weather waist, happily injuring no one; in fifteen minutes after the water was above the fire-room floor. Ordered, if possible, to keep sufficient steam to work our Worthington pump, which was done, and we were enabled to prevent its gaining. The wind continued to blow too fresh and the sea was too rough to attempt to raise the stack that afternoon or night, but the next morning all hands in the engineer's department were put to work to cut off two sections (one-half) [of] the stack, which was accomplished by noon. At 1 p. m. commenced to raise, place, and secure the stack as best we could. The U. S. S. *Mary Sanford* at this time approached within hail; her commander came on board, when I requested him to lie near me until I made steam; he did so. At 3:30 we started ahead; found the draft materially lessened; we made poor headway, which determined me to steer for Beaufort, N. C., for coal, as we had but two days' allowance on hand. I arrived and anchored in Beaufort Harbor the next morning, 29th, coaled the same day from the bark *Metcalf*, and, by Commander Lynch's permission, placed on board of her the portion of the stack which, from its size and weight, greatly encumbered my gangway.

I did not sail from Beaufort until the morning of the 4th, in consequence of a northeast gale blowing. The U. S. steamers *Quaker City*, for Philadelphia, and the *Connecticut*, with the U. S. S. *Aries* in tow (disabled) for Hampton Roads, followed me out about an hour later. When off Cape Lookout Shoals, signals were exchanged between the *Quaker City* and *Connecticut*, but I was too distant to make them out; later the *Quaker City* stood back and the *Connecticut* appeared to resume her course.

I would express the opinion that had the hurricane of the 29th instant continued with unabated force much longer this ship could not have outlived it, in her crippled and leaky condition.

Very respectfully, your obedient servant,

WM. M. GAMBLE,
Lieutenant-Commander.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Joint expedition to Sabine Pass, September 7-8, 1863.

Order of Commodore Bell, U. S. Navy, to Lieutenant-Commander Madigan, U. S. Navy, commanding U. S. S. *Owasco*.

U. S. S. *PENSACOLA*,
Off New Orleans, September 2, 1863.

SIR: The schooner *Manhasset* is sent to supply the vessels at Sabine Pass with coal. You will detain her there to supply the *Clifton*, *Sachem*, and *Arizona*, which are on an expedition against that pass,

having only a small quantity of coal on board, in order to maintain a small draft of water for inside navigation.

The army is desirous of effecting a landing there in the course of one week, and it is desirable that the navy shall first master the place; the army transports, being river boats, may then run in without detention in the offing.

As all possible secrecy is to be observed, you will please manage for one of your vessels to meet the *Clifton* out of sight of land, when one of her pilots will return to the bar with you, and you will please allow him to anchor one of your vessels off the bar in such a position as he may start from for crossing the bar.

You are requested to give Acting Volunteer Lieutenant F. Crocker, the senior officer engaged on that service, all the assistance in your power to insure the success of the expedition.

I regret extremely that the great draft of the gunboats blockading there will prevent your engaging in these operations and in conducting them.

I am, very respectfully,

H. H. BELL,
Commodore, Commanding.

Lieutenant-Commander JOHN MADIGAN,
U. S. Gunboat Owasco, off Sabine Pass.

Report of Commodore Bell, U. S. Navy, naming vessels engaged.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, September 4, 1863.

SIR: I have the honor to inform the Department that Major-General Banks, having organized a force of 4,000 men under Major-General Franklin to effect a landing at Sabine Pass for military occupation, and requested the cooperation of the navy, which I most gladly acceded to, I assigned the command of the naval force to Acting Volunteer Lieutenant Frederick Crocker, commanding U. S. S. *Clifton*, accompanied by the steamer *Sachem*, Acting Volunteer Lieutenant Amos Johnson; U. S. S. *Arizona*, Acting Master Howard Tibbits; and U. S. S. *Granite City*, Acting Master C. W. Lamson. These being the only available vessels of sufficiently light draft at my disposal for that service, and as they have good pilots, I have no doubt the force is quite sufficient for the object. The defenses ashore and afloat are believed to consist of two 32-pounders en barbette, and a battery of fieldpieces, and two bay boats converted into rams.

It was concerted with General Franklin that the squadron of four gunboats, under the command of Acting Volunteer Lieutenant Crocker, shall make the attack alone, assisted by about 180 sharpshooters from the army, divided among his vessels; and having driven the enemy from his defenses, and destroyed or driven off the rams, the transports are then to advance and land their troops.

I regret exceedingly that the officers and crews who have been on blockade there can not participate in the attack, in consequence of the excessive draft of water drawn by their vessels.

The *New London*, drawing 9½ feet, is the lightest draft of all the

blockaders, and has made repeated attempts to go in alone, but without success.

I have the honor to be, your obedient servant,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Telegram.]

SIR: I wish to see you and Mr. Taylor, the pilot, without delay.
Respectfully,

H. H. BELL, *Commodore.*

Captain FREDERICK CROCKER,

U. S. S. Clifton, Brashear City.

Order of Commodore Bell, U. S. Navy, to Acting Master Lamson, U. S. Navy, commanding
U. S. S. Granite City, to report off Sabine Pass.

U. S. STEAM SLOOP PENSACOLA,

Off New Orleans, September 4, 1863.

SIR: Without waiting to take in any more coal you will proceed immediately with the pilots to Sabine Pass and deliver the letters for the senior officer there present.

You will then await there the arrival of Acting Volunteer Lieutenant Frederick Crocker, U. S. S. *Clifton*, with army transports, and report on board of that vessel for duty with the *Granite City* in the Sabine River.

He will supply you with thirty sharpshooters from the U. S. Army, for whom you will provide accommodations.

Your orders for proceeding on a cruise are hereby revoked for the present, but to be resumed as soon [as] Captain Crocker can dispense with your services.

I am, very respectfully,

H. H. BELL,

Commodore, Commanding.

Acting Master C. W. LAMSON,

U. S. S. Granite City.

Order of Commodore Bell, U. S. Navy, to Acting Master Tibbits, U. S. Navy, commanding
U. S. S. Arizona, to convoy army transports from South West Pass.

U. S. STEAM SLOOP PENSACOLA,

Off New Orleans, September 4, 1863.

SIR: Your orders for going into Berwick Bay are hereby revoked.

You will go alongside of the U. S. transport *Catawba* and receive sharpshooters for the gunboats under Captain Crocker, and proceed to the South West Pass and there wait for the arrival of U. S. transports under Brigadier-General Weitzel, to whom you will report yourself in the *Arizona* to convoy him.

When he is ready to start, proceed with convenient speed to Atchafalaya Bay into 12 feet water and there join Acting Volunteer Lieutenant Frederick Crocker, in the *Clifton*, and then proceed under his orders.

I am, very respectfully,

H. H. BELL,
Commodore.

Acting Master H. TIBBITS,
U. S. S. Arizona, off New Orleans.

Memorandum order of Commodore Bell, U. S. Navy, to Acting Volunteer Lieutenant Crocker, U. S. Navy.

Memoranda of arrangements for Sabine Pass. A little more elaborated for the guidance of Captain Crocker.

Mr. Taylor will proceed to Sabine in the *Granite City* and arrange with the senior officer there for anchoring one of his vessels close to the bar, showing lights, etc.; the other vessel to haul off and join the convoy.

Captain Crocker to proceed with *Clifton* and *Sachem* to meet the *Arizona* off Berwick Bay, accompanied by such transports as General Franklin may appoint. The general will put 150 sharpshooters on board the *Arizona*, to be divided between himself, *Clifton*, and *Sachem*. On reaching the Sabine Bar at night Captain Crocker will be prepared to proceed straight into the river, calculating to be in by daylight, when he will, with the three vessels named, make the attack on the fort, or pass it, as, in his judgment, may be best.

Having passed the fort, run right upon the rams, keeping his vessels in compact order for running down together the rams.

Having destroyed or driven the rams, Captain Crocker will then turn all of his force upon the fort to reduce it by a flanking fire if possible; but to reduce it.

5th. Captain Crocker will consult with General Franklin as to all of his movements, time, departure, order of sailing, etc., and is expected to act in full accord with the general to further his plans.

Report of Captain Gillis, U. S. Navy, senior officer off Galveston, referring to the capture of the U. S. steamers *Clifton* and *Sachem* in Sabine Pass.

U. S. STEAM SLOOP OSSIPEE,
Off Galveston, Tex., September 7, 1863.

SIR: We looked in at Sabine Pass en route to this anchorage. Saw two schooners at anchor in the river. In the evening one of our gunboats stood in from the eastward.

On arrival here, I have no intelligence of the *Clifton*, *Arizona*, and *Sachem*, nor is the location of the *Kittatinny* or *Bohio* known. Find at anchor off Galveston the *Bienville*, *Owasco*, *Katahdin*, and *New London*; coal vessels, *Itasca* and one other. The recruits have been delivered on board their respective vessels; the *Bienville* to take those for bark *Anderson*.

So far I have but little, if any, confidence in the pilots sent on board at New Orleans. They were entirely at fault at Sabine Pass, and if of no more service here, can not be relied on.

The force here is not adequate to the duties expected of it. It is also indispensable to have a dispatch vessel. The crews of vessels here, I learn, have suffered in health from want of fresh provisions, and are depressed in spirit on account of their isolated condition, which may be remedied in some measure by receipt of letters and papers occasionally from the North. It is desirable to do all in our power for efficiency in these times, regardless of self, for the good of the great cause—Union.

I dispatch the *Bienville* in compliance with your orders, and will expect her to return at an early day. Will send for the *Seminole*.

The *Owasco* goes to Sabine Pass and will proceed thence, when the pass is occupied, as you direct. The *Cayuga* left for that portion of the blockade before my arrival here.

The rebels are at work on a new battery in the city of Galveston.

Would not the San Luis Pass be a better place for landing troops? The Sabine is reported much strengthened by batteries.

The movements or intentions of the army are unknown to me. I presume they are acquainted with the defenses and obstructions at Sabine Pass, and the defenseless condition of San Luis Pass within 20 miles of Galveston. Their cooperation can not be as efficient as is desirable, unless there had been or is to be some consultation in regard to movements.

Very respectfully, your obedient servant,

JNO. P. GILLIS,

Captain and Senior Officer off Galveston, Tex.

Commodore H. H. BELL, U. S. Navy,

Commanding Western Gulf Squadron, New Orleans.

September 9.—Since writing the preceding, the *Bienville* has been overhauling her engines and coaling; the *Katahdin* has also had her fires hauled to make repairs.

This morning, 7 a. m., I learn with much regret through note from General Franklin, sent by Lieutenant Williamson in transport *Pocahontas*, that the *Clifton* and *Sachem* were captured in Sabine Pass. *Arizona*, in attempting to get out, grounded halfway over the bar; the *Granite City* and transports got out, with the exception of the *St. Charles* and *Crescent*, aground on bar.

Troops all returning to New Orleans, the *Pocahontas* with 500 men and 100 horses in want of water, which we will endeavor to supply; she left Sabine Pass yesterday at 9 p. m. The attack was made, of which you are doubtless informed, 3:30 o'clock to 5 p. m., 8th instant. I dispatch the *Bienville* and *Owasco* to the assistance of vessels there, and have only the *Katahdin* and *New London* left. Would it not be well to strengthen this blockade at once? Some of the vessels off Mobile may be spared.

Very respectfully, yours,

JNO. P. GILLIS,

Captain and Senior Officer off Galveston.

Commodore H. H. BELL,

Comdy. Western Gulf Blockdy. Squadron, New Orleans.

I hear the rebels had published in their papers two months ago that a raid was to be made on Sabine Pass, and have been increasing their defenses.

Order of Captain Gillis, U. S. Navy, to Commander Mullany, U. S. Navy, to proceed with the U. S. steamers *Bienville* and *Owasco* to Sabine Pass to render assistance.

U. S. STEAM SLOOP OSSIPEE,
Off Galveston, Tex., September 9, 1863.

SIR: You will please proceed without delay with the *Bienville* and *Owasco* to Sabine Pass and render all assistance in your power to our vessels and transports there. Some are aground on the bar. Send *Owasco* as soon as she can be spared to New Orleans, with dispatches for Commodore Bell. You will return to this anchorage prior to fulfilling the order you received on my arrival here. A vessel may be sent from New Orleans to aid the *Cayuga* in blockade of the Sabine Pass.

Very respectfully, your obedient servant,

JNO. P. GILLIS,
Captain and Senior Officer off Galveston, Tex.

Commander J. R. M. MULLANY,
U. S. S. Bienville.

NOTE.—Dispatched *Owasco* to New Orleans. Detained *Arizona* and *Granite City* to assist in blockading off Sabine Pass, by order of Captain Gillis.

J. R. M. MULLANY.

Report of Commodore Bell, U. S. Navy, regarding the failure of the expedition.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, September 11, 1863.

SIR: It is my unpleasant duty to inform the Navy Department that the expedition to Sabine Pass, referred to in my dispatch No. 31, has totally failed.

That Acting Volunteer Lieutenant Frederick Crocker, commanding the *Clifton*, accompanied by the *Sachem*, *Arizona*, and *Granite City*, in all twenty-seven guns, entered Sabine River on the 8th instant and engaged a fort of six guns; and after a fight of one hour the *Clifton* and *Sachem* surrendered, and the other two boats escaped from the river.

All the troops have returned to this river without effecting a landing. No report of the affair has been made to me.

I received the information from Major-General Banks to-day, who had no particulars.

I have the honor to be, your obedient servant,

H. H. BELL,
Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Order of Commodore Bell, U. S. Navy, to Lieutenant-Commander Madigan, U. S. Navy, commanding U. S. S. *Owasco*, to forward full information regarding disaster to the U. S. steamers *Clifton* and *Sachem*.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, September 11, 1863.

SIR: General Banks informed me by note last night at 9 p. m. that "the *Clifton* and *Sachem* are captured," but gave me not another word of information about the fate of the expedition to the Sabine.

You will be pleased to inform me by the first conveyance of the extent and particulars of the disaster as far as they are known to you, especially whether the *Clifton* and *Sachem* are available to the enemy for coming out, or for any other purpose, or whether they are wrecks or aground.

If they are aground and accessible, near the entrance of the river, I trust you will burn them, in order to prevent their equipments being made as little serviceable to the enemy as possible.

I am, respectfully, your obedient servant,

H. H. BELL,
Commodore, Commanding.

Lieutenant-Commander JOHN MADIGAN,
U. S. Gunboat Owasco, Senior Officer off Sabine Pass.

Order of Commodore Bell, U. S. Navy, to Lieutenant-Commander Madigan, U. S. Navy, senior officer off Sabine, in view of the loss of the U. S. steamers *Clifton* and *Sachem*,

U. S. S. PENSACOLA,
Off New Orleans, [September 11, 1863].

DEAR SIR: The loss of the *Clifton* and *Sachem* is a heavy blow to us, particularly if either of them is available for coming out. If the *Clifton* is still serviceable, I wish you to detain Captain Eaton in the *Circassian*, which mounts a formidable battery, to assist you on the blockade; and you will send a vessel in her place to inform Captain Gillis off Galveston, in order that he may dispatch the same vessel to the Rio Grande to order the *Seminole* to take the blockade off Sabine.

The *Clifton*, assisted by another boat, is too formidable for your force.

I fear this disaster will keep you longer on blockade than was expected; as you know, I meant you to come up immediately, calculating on success.

I am, yours, truly,

H. H. BELL,
Commodore.

Lieutenant-Commander JOHN MADIGAN,
U. S. S. Owasco, Senior Officer off Sabine.

Letter from Commodore Bell, U. S. Navy, to Major-General Franklin, U. S. Army, requesting extracts from army reports regarding the naval operations.

U. S. S. PENSACOLA,
Off New Orleans, September 12, 1863.

GENERAL: I am greatly indebted to you for your kindness in allowing me the perusal of your report to the commander in chief of the Department of the Gulf of the affair at Sabine Pass.

If it is not asking too much of your good nature, general, I would be greatly obliged to you for extracts from your own and General Weitzel's reports touching the parts played by the vessels of the Navy in the course of that expedition. I am induced to make this request, considering that Captain Crocker and the next in command to him are prisoners, and the information can not, therefore, be obtained

in any other manner. There appears to be some cause for an investigation into the conduct of several parties of the Navy concerned.

I am, most respectfully, your obedient servant,

H. H. BELL,
Commodore.

Major-General W. B. FRANKLIN, U. S. Army,
New Orleans.

Report of Commodore Bell, U. S. Navy, transmitting reports of commanding officers.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, September 13, 1863.

SIR: My dispatch No. 41 [39] informed you of the repulse of the expedition at Sabine Pass, and the capture of the *Clifton*, Acting Volunteer Lieutenant Frederick Crocker, and *Sachem*, Acting Volunteer Lieutenant Amos Johnson, by the rebels, and the safe return of the troops and transports to the river without loss.

Lieutenants Crocker and Johnson are reported to have fought their vessels gallantly and are unhurt. The rebel steamers took the *Clifton* and *Sachem* in tow within twenty minutes after their surrender. The extent of their damages is unknown.

The arrival of the *Owasco* this morning has given me the only reports from the naval officers concerned that I have yet received, and I don't know that they are prepared to make them any more complete; they are herewith enclosed.

No. 1 is the report of Lieutenant-Commander W. H. Dana.

No. 2, reports of Acting Master C. W. Lamson.

No. 3, report of Acting Master Howard Tibbits.

No. 4, reports of Lieutenant-Commander John Madigan.

The attack which was to have been a surprise, and made at early dawn of the 7th, was not made until 3 p. m. on the 8th after the entire expedition had appeared off Sabine for twenty-eight hours, and a reconnoissance had been made on the morning of the 8th by Generals Franklin and Weitzel and Lieutenant-Commanding Crocker, when they decided on a form of attack different from that recommended by myself. To prepare the way for the expedition I dispatched from the Head of the Passes, on the 4th instant, Acting Master C. W. Lamson in the *Granite City*, with two good pilots for Sabine Pass, and instructions to the senior officer on blockade there, advising him of the approaching expedition, and to allow the pilots to anchor one of his vessels off the bar as a starting point from which to run by at night for crossing the bar, and for the transports to rendezvous by; which appears to have failed from the absence of the only vessel on blockade there, she having gone to Galveston for coal and oil.

Acting Master Lamson simply reports the *Granite City* as having arrived there in the evening of the 6th and then proceeds to give his idea of the attack.

Lieutenant Crocker and the transports appear to have been greatly disconcerted by not finding the vessels off Sabine according to the arrangement.

General Franklin states distinctly that as soon as the *Clifton* and *Sachem* surrendered, the *Arizona*, Acting Master-Commanding Howard Tibbits, and the *Granite City*, Acting Master-Commanding C W

Lamson, steamed over the bar, where the *Arizona* grounded and lay most of the night, and that they left him inside unsupported, with seven transports and 1,200 men, until next morning, his vessels being within easy range from the beach, if the enemy had brought down his field guns; and there were besides two steam rams in the river.

I have the honor to be, your obedient servant,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Dana, U. S. Navy, commanding U. S. S. *Cayuga*.

U. S. S. CAYUGA,

Off Sabine Pass, Tex., September 9, 1863.

SIR: I beg leave to report that on the morning of the 7th instant General Franklin came off this pass with troops. I offered to render him every assistance in my power. In the evening four gunboats came in, viz, *Clifton*, *Arizona*, *Sachem*, and *Granite City*. Acting Lieutenant Crocker gave me your order, addressed to Captain Madigan. I told Captain Crocker all I knew of the battery and channel and offered him every assistance.

On the morning of the 8th instant the *Clifton* went in on a reconnoissance, firing toward the town and where the batteries were supposed to be, receiving no reply from the enemy. About 3 p. m. the transports were over the bar, the *Granite City* ahead of the transports for the purpose of covering the landing of troops. The *Clifton*, *Arizona*, and *Sachem* engaged a battery of six or seven guns. About 4 p. m. the *Sachem*, which was on the opposite shore from the battery, was struck in the boiler and completely enveloped in steam; the *Clifton*, which was on the other side of the middleground, immediately ran directly under the fort, and for twenty or thirty minutes fired rapidly with grape and shell, receiving a heavy fire from the fort. The *Clifton* was on shore. The *Clifton* and *Sachem* hauled their colors down. The *Arizona* stood down channel and took her position ahead of the transports and got ashore; several of the transports were then aground. The *Granite City* came out to communicate with me, and I gave her captain orders to go in and support the *Arizona* if he could possibly get in, as there was at that time a Confederate steamer coming down the river. I requested General Franklin to send one or two light-draft vessels in to the assistance of the *Arizona*, thinking she might be captured. The *Arizona*, with all the transports, got off about midnight. I requested General Franklin early in the evening to send a boat to Galveston for naval reinforcements, as the *Arizona* was at this time aground, and I thought it would take but a short time to repair the boiler of the *Sachem*. I was unable to ascertain the extent of the *Clifton's* injuries. At 8 a. m. all the vessels of the expedition, with the exception of the *Arizona* and *Granite City*, had left for South West Pass. I thought it necessary to detain these vessels until I could hear from Galveston.

Very respectfully, your obedient servant,

W. H. DANA,

Lieutenant-Commander.

Commander H. H. BELL,

Commanding West Gulf Squadron, New Orleans, La.

Report of Acting Master Lamson, U. S. Navy, commanding U. S. S. Granite City.

U. S. S. GRANITE CITY,
Off Sabine Pass, September 10, 1863.

SIR: I have the honor to make the following report:

On receipt of your order of September 4, I immediately proceeded to this place, arriving on the evening of the 6th; the gunboats and transports arrived on the 7th. At 8 a. m. on the 8th the *Clifton*, *Sachem*, *Arizona*, and *Granite City* crossed the bar, followed by the army transports.

The *Clifton* passed up the channel and opened on the enemy's battery at long range, but without return. At 3:30 p. m. the gunboats weighed and proceeded up, according to previous arrangement, the *Clifton* leading up the port channel and engaging the battery, the *Sachem* and *Arizona* engaging from the opposite side of the pass with their rifled guns. The *Granite City* was ordered to take position astern of the *Clifton*, near the point of land where the troops contemplated landing, to cover them. Soon after the engagement commenced a rifle shot penetrated the *Sachem's* boilers, thus disabling her. A few minutes later the *Clifton* received a shot, exploding her boilers, and at the same time she grounded upon the reef, but still kept up her fire. In a short time, being apparently disabled, she hauled down her colors, the *Sachem* following her example. Such being the situation, the *Arizona* aground, with a reef between her and this vessel, thus rendering assistance impossible, the enemy's three cotton-clads nearing, the transports commenced steaming down the pass. I deemed it prudent to withdraw, but being unacquainted with the channel, and the tide being ebb, grounded several times, but finally succeeded in crossing the bar. All the transports got out safely, and the *Arizona* also upon the flood tide. Three of this ship's boats were lost that were loaned to the army transports. I was unaware at the time that I was the senior officer, but if anything in the affair does not seem clear, I would respectfully request that an investigation be instituted.

I remain, your obedient servant,

C. W. LAMSON,
Comdg. U. S. S. Granite City, Senior Officer Present.

Commodore H. H. BELL,
*Commanding West Gulf Blockading Squadron,
U. S. S. Pensacola, New Orleans.*

Report of Acting Master Tibbits, U. S. Navy, commanding U. S. S. Arizona.

U. S. S. ARIZONA,
Sabine Bar, September 10, 1863.

SIR: In obedience to your orders of the 4th, this steamer left the South West Pass at 11 a. m. of the 5th, convoying the *St. Charles*, *Belvidere*, *G. Banks*, and *Landis*, of General Weitzel's division, arriving at Atchafalaya Bay at 5:30 a. m. of the 6th, where we met U. S. S. *Clifton* and *Sachem*, the *Clifton* leading, the *Arizona* following with the *Sachem* in tow, the transports following in close order. We stood to the westward until 2 a. m., 7th, when, turning, stood to the northeast until 6 a. m. and anchored in 5 fathoms, latitude 29° 25'.

longitude $93^{\circ} 23'$. The day was spent in chasing and collecting the different divisions of transports under Generals Emory and Franklin. At 2 p. m. the *Arizona* was ordered to proceed to Sabine, where she arrived at 6:30 p. m., the *Clifton* and transports arriving during the night. At — a. m., 8th, the *Clifton* stood in the bay and opened fire on the fort, to which no reply was made. At 9 a. m. the *Sachem*, *Arizona*, and *Granite City*, followed by the transports, stood over the bar and with much difficulty (owing to the shallowness of the water) reached an anchorage 2 miles from the fort at 11 a. m., the gunboats covering the transports.

At 3:30 p. m. the *Sachem*, followed by the *Arizona*, advanced up the eastern channel to draw the fire of the forts, while the *Clifton* advanced up the western channel, the *Granite City* to cover the landing of a division of troops under General Weitzel, no reply to the fire of the gunboats being made until we were abreast of the forts, when they opened with eight guns, three of which were rifled. Almost at the same moment the *Clifton* and *Sachem* were struck in their boilers, enveloping the vessels in steam. There not being room to pass the *Sachem*, this vessel was backed down the channel and a boat sent to the *Sachem*, which returned with Engineer [John] Monroe and Fireman Linn badly scalded (since dead). The *Arizona* had now grounded by the stern; the ebb had caught her bows and swung her across the channel; she was with much difficulty extricated from this position; owing to the engines becoming heated by the collection of mud in the boilers it was with difficulty and danger that it was moved. The flags of the *Clifton* and *Sachem* were now down and a white flag flying at the fore. As all the transports were now moving out of the bay, this vessel remained covering their movements until she grounded and remained until midnight, when she was kedged off, as no assistance could be had from any of the tugs of the expedition. There are now on board this vessel William Low, landsman; Peter Benson, seaman; George W. Maker, carpenter's mate; John Howells, ship's cook; Samuel Smith, landsman; George Hurton, landsman, of the crew of the *Sachem*.

There was expended 23 30-pounder Parrott shell and charges and 15 32-pounder shell and charges and 38 primers. This vessel was not struck during the engagement.

Very respectfully, your obedient servant,

H. TIBBITS,

Acting Master, Commanding U. S. S. Arizona.

Commodore H. H. BELL,

Commanding West Gulf Blockading Squadron,

U. S. S. Pensacola, New Orleans.

Report of Lieutenant-Commander Madigan, U. S. Navy, commanding U. S. S. Owasco

U. S. S. OWASCO,

Off New Orleans, September 13, 1863.

SIR: In answer to your question in regard to how it happened that there was no vessel of the blockading squadron at Sabine Pass on the afternoon of Sunday, the 6th of September, I respectfully state that I was there alone blockading, and being short of oil, with no prospect of immediate relief, I was obliged to go to Galveston for oil, and left

there, as has been occasionally done before, for coal, etc. I left Sabine at 10:30 Sunday morning, the 6th, and was at Galveston at 3:30 the same day. The *Cayuga* was immediately ordered to fill up with coal and resume the blockade off Sabine, which she did, leaving for Sabine at 8 o'clock of the same evening. I was ordered to fill up with coal on Monday morning at Galveston.

I am, very respectfully, your obedient servant,

JOHN MADIGAN,
Lieutenant-Commander, Commanding U. S. S. Owasco.

Commodore H. H. BELL, U. S. Navy,
Commanding West Gulf Squadron.

Order of Commodore Bell, U. S. Navy, to Lieutenant-Commander Dana, U. S. Navy, commanding U. S. S. Cayuga, to furnish fuller report.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, October 12, 1863.

SIR: I have to acknowledge the receipt of your reports about the attack on Sabine Pass on the 8th of September.

I sent that, with the reports of Acting Masters Lamson and Tibbits, to the Department as containing the only authentic information available at that time. Your report of the naval part of the transactions occurring under your eyes was not full enough, and you will be pleased to inform me more particularly and fully as to the conduct of the several vessels and their commanders on the occasion referred to.

The conduct of a part of the force there has been severely commented upon, both during the action and after the close thereof. Acting Volunteer Lieutenant Frederick Crocker being a prisoner, no report can be obtained from him at present.

I am, very respectfully,

H. H. BELL,
Commodore, Comdg. West Gulf Blockdg. Squadron pro tem.

Lieutenant-Commander WM. H. DANA,
Commanding U. S. Gunboat Cayuga, off Galveston.

Unofficial letter from Captain Gillis, U. S. Navy, senior officer off Galveston, to the Assistant Secretary of the Navy regarding the result of the attack.

Private.]

U. S. STEAM SLOOP OSSIPEE,
Off Galveston, Tex., September 17, 1863.

MY DEAR SIR: Ere this reaches you, you will doubtless have heard of the sad and mortifying result of the late attack at Sabine Pass, under the command of General Franklin. I knew merely that three of our steamers were to occupy the Sabine, and that some troops in transports on the Mississippi would accompany or compose the expedition (since heard they were 6,000 strong, Texas Cavalry and Weitzel's artillery included).

I was ordered off Galveston and have learned through pilots who were on board the steamers *Clifton* and *Sachem*, that the original programme seen by them in New Orleans was not adhered to. The troops were to have landed first, thus making a diversion; the armed

vessels then to proceed in. Acting Volunteer Lieutenant Crocker protested against going in first, but the general took the responsibility and the consequences following are much to be regretted. Two hundred and seventy-five to 300 of our people made prisoners, killed, and wounded; prisoners hastened to Houston, and Rebel Captain Fuller sent for to take command of their gunboats and cotton-clads.

The reports in relation to the availability of the steamers taken conflict; one is that only the boilers were injured by shot from enemy's batteries, the other that Captain Crocker fired a shot into the machinery of the *Clifton* previous to surrender. We are therefore yet in doubt. Our force off the Sabine has been strengthened, the *Circassian* being detained there a few days until the arrival of *Seminole* from off Rio Grande. More vessels are required on this extensive blockade—about 300 miles of coast, is it not?

The line of the Rio Grande should be occupied and held by our troops, thus preventing the egress and ingress of contraband of war effectually, and I am told there are many Northern, as also foreign, settlers there, who only await our permanent presence to join us, being only secessionists per force. The different points of the coast of Texas between the Rio Grande and Galveston are well defended.

Being a sufferer from dyspepsia and the enervating effects of this climate, I would be thankful for a short respite from sea duty to recruit health. Desirous of aiding all in my power to crush the rebellion, I do not seek repose, but the means of restoring health and vigor, that my services may be available and efficient. We are not ironclad, you know, therefore vulnerable.

Commodore Thatcher, I am informed, is ordered to this squadron—some going; some coming.

Very respectfully, yours,

JNO. P. GILLIS.

G. V. Fox, Esq.,

Assistant Secretary of the Navy, Washington, D. C.

Two ironclads from the Mississippi sent to the Sabine Pass would probably have changed results. Since writing I learn the *Clifton* and *Sachem* have been seen by our blockaders and appear not much injured.

The steamer *Sir William Peel* was seized off Rio Grande and sent to New Orleans for adjudication by *Seminole*. The captors say she was in Texan waters.

Report of Commodore Bell, U. S. Navy, transmitting copies of the reports of the commanding army officers.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, September 22, 1863.

SIR: I have the honor to enclose herewith a copy of the official reports of Major-General Franklin, commanding the United States troops recently engaged on the expedition to the Sabine, and also the report of Brigadier-General Weitzel. These reports, together with mine, No. 43, contain all the information that I have been enabled to obtain about that repulse and the loss of the *Clifton* and *Sachem*.

The *Arizona* and *Granite City* did not receive a shot; they are both on the coast of Texas. In the course of conversation General Franklin stated that immediately after the surrender of the *Clifton* and

Sachem, the *Granite City* ran straight out across the bar and did not return again. In passing the transports she was hailed by General Weitzel, who, pointing to refugees running down toward the beach and who had swam ashore from the *Clifton*, saying, "Look at your men there coming down the beach there." Still the *Granite City* kept on without stopping to assist anyone.

Also that the *Arizona*, in passing out (near sunset), was hailed by General Franklin and asked if they were not going to stop and protect the transports. Some one answered him, "The enemy's field artillery will be down upon you in five minutes." The *Arizona* kept on and grounded shortly after, outside of the transports.

I have the honor to be, your obedient servant,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Major-General Franklin, U. S. Army, commanding expedition.

HEADQUARTERS NINETEENTH ARMY CORPS,
On Board S. S. Suffolk, September 11, 1863.

GENERAL: I have the honor to report that in obedience to your orders of the — instant I embarked the troops of my command at the point indicated.

On Friday, at 5 p. m., Brigadier-General Weitzel started from New Orleans with about 1,000 infantry, 1 battery of 30-pounders, and 1 of 20-pounders, of First Indiana Artillery, on the steamers *Belvidere*, *Banks*, *Landis*, and *St. Charles*.

The remainder of the force, with a few exceptions, embarked during Friday night and arrived at the mouth of the river during all of Saturday.

General Weitzel's instructions were to proceed as far off Berwick Bay in company with the gunboat *Arizona*, where he was to be joined by Lieutenant Commanding Crocker, U. S. Navy, with the gunboats *Clifton* and *Sachem*; thence they were to proceed in company to Sabine Pass, off which they were expected to arrive during Sunday night. On Monday morning at daylight they were to enter the mouth of the Sabine River. The gunboats were to engage and silence the rebel batteries, and General Weitzel's troops were to cooperate and were to hold a position on shore until the arrival of the other troops. Unfortunately the gunboat *Granite City*, which had been dispatched to the pass several days before to carry Captain Crocker's pilot, who was well acquainted with the channel of the pass, and who was to place a light to enable him to run in at daylight, did not arrive at the pass until Monday afternoon; also on Sunday night there were no blockaders off the pass.

The consequence was that Captain Crocker missed Sabine Pass on Sunday night; imagined that he had run past it, ran back, and at daylight of Monday morning was off Calcasieu Pass, the next opening to the eastward, instead of lying ready to run into Sabine Pass.

On Monday morning, about 11 o'clock, I arrived off Sabine Pass at the head of the fleet of transports, crossed the bar, and was about to

run in, when, seeing nothing to indicate the presence of our people, I recrossed the bar. It was not until late in the afternoon that I ascertained definitely that nothing had yet been done. I then learned that Captain Crocker now intended to make the attack on Tuesday morning, and that he had dispatched a gunboat to warn me to keep back in order that the enemy might not see the transport fleet, but the gunboat only stopped some of the rear vessels of the fleet, missing the leading vessels entirely.

By this series of misfortunes the attack, which was intended to be a surprise, became an open one, the enemy having had two nights' warning that a fleet was off the harbor, and during Monday a full view of most of the vessels comprising it, besides twenty-four hours of valuable time and good weather were uselessly consumed.

After consultation with Captain Crocker on Monday night, it was determined that the *Clifton* should go into the harbor at daylight and make a reconnoissance, and that further operations should be determined by the report received from Captain Crocker. He went in, made his reconnoissance, and signaled for the other vessels to come in. I therefore sent all of the transports which it was supposed could cross the bar, and found the greatest difficulty in getting over any vessels drawing over 6 feet. About 10 o'clock 700 infantry, one battery of field artillery, and eight heavy guns were inside of the bar, and a transport, with 700 infantry, was hopelessly aground. A tug drawing 6 feet was sent to her assistance, but had to return, not being able to reach her.

In company with General Weitzel and Captain Crocker I made a reconnoissance of the Texas shore; small boats grounded in mud about 125 feet from the shore; the shore itself is a soft marsh, and parallel to it, and about 50 feet inside of it is a narrow strip of sand, on which is a road; this road strikes the water and high ground about one-half mile below the fort, at which point there is an old fort. Sailors wading sank into the mud above their knees; soldiers landed with muskets and rations would have sunk to their middles. The fort completely commands the road and the channels of the entrance, and contained six guns, three of which are, in my opinion, IX-inch guns, one a 7 or 8 inch rifle gun, and two others on siege carriages. The channel divides about 1,000 yards below the fort, and the two channels unite at a short distance above it.

As there were four gunboats available for the attack, the following plan was adopted in conjunction with Captain Crocker: Three of the gunboats were to move up the channel to the point of separation, then two of them, the *Sachem* and the *Arizona*, were to take the channel to the right and were to pass the fort by that channel, drawing its fire. The *Clifton* was to take the left-hand channel, moving slowly up, and when about one-half mile distant was to go at full speed within grape and canister range and engage the fort at close quarters. General Weitzel was to keep near the *Clifton* with a boat containing 500 infantry, who were to land as soon as the *Clifton* began to go at full speed at the old fort; from there they were to advance as skirmishers upon the fort, endeavoring to drive the enemy from his guns, while the *Clifton* engaged the fort at close quarters. The fourth gunboat, the *Granite City*, was to support this movement.

While the arrangements necessary to carry out this plan were being made, the troops that were in the transports aground on the bar were

brought in to be in readiness to assist General Weitzel's movement in case of necessity.

The movement of the gunboats commenced at 3 o'clock and progressed according to the plan for about thirty minutes, when the fort opened on the *Sachem* and *Arizona*, and in a few minutes put a shot through the boilers of the *Sachem*, killing and wounding many of her officers and men; she soon afterwards hoisted a white flag. The *Arizona* was, during part of this time, aground; the *Clifton* steamed slowly up her channel, firing slowly, and finally laid with her broadside toward the fort, engaged at close quarters; a shot went through her steam pipe shortly afterwards, disabling her, but she fought gallantly for ten minutes more, when she too surrendered. As soon as she hoisted the white flag the *Arizona* and *Granite City* steamed over the bar; the *Arizona* grounded, but got off during the night.

General Weitzel's report, herewith enclosed, shows why that part of the engagement assigned to him could not be carried out.

After the engagement my situation was as follows: I was in the mouth of the Sabine Pass with seven transports; these contained 1,200 infantry, which could be landed; 12 guns and 50 wagons, which could not be landed; the enemy had a heavy battery of six guns, two gunboats, and a field battery within 6 miles, and was being rapidly reinforced. We had nothing to protect us except the fire from the guns of our transports, which would have been of little use against the enemy's gunboats. The enemy's battery commanded the whole landing and he could, with his battery and gunboats, have destroyed us at any time.

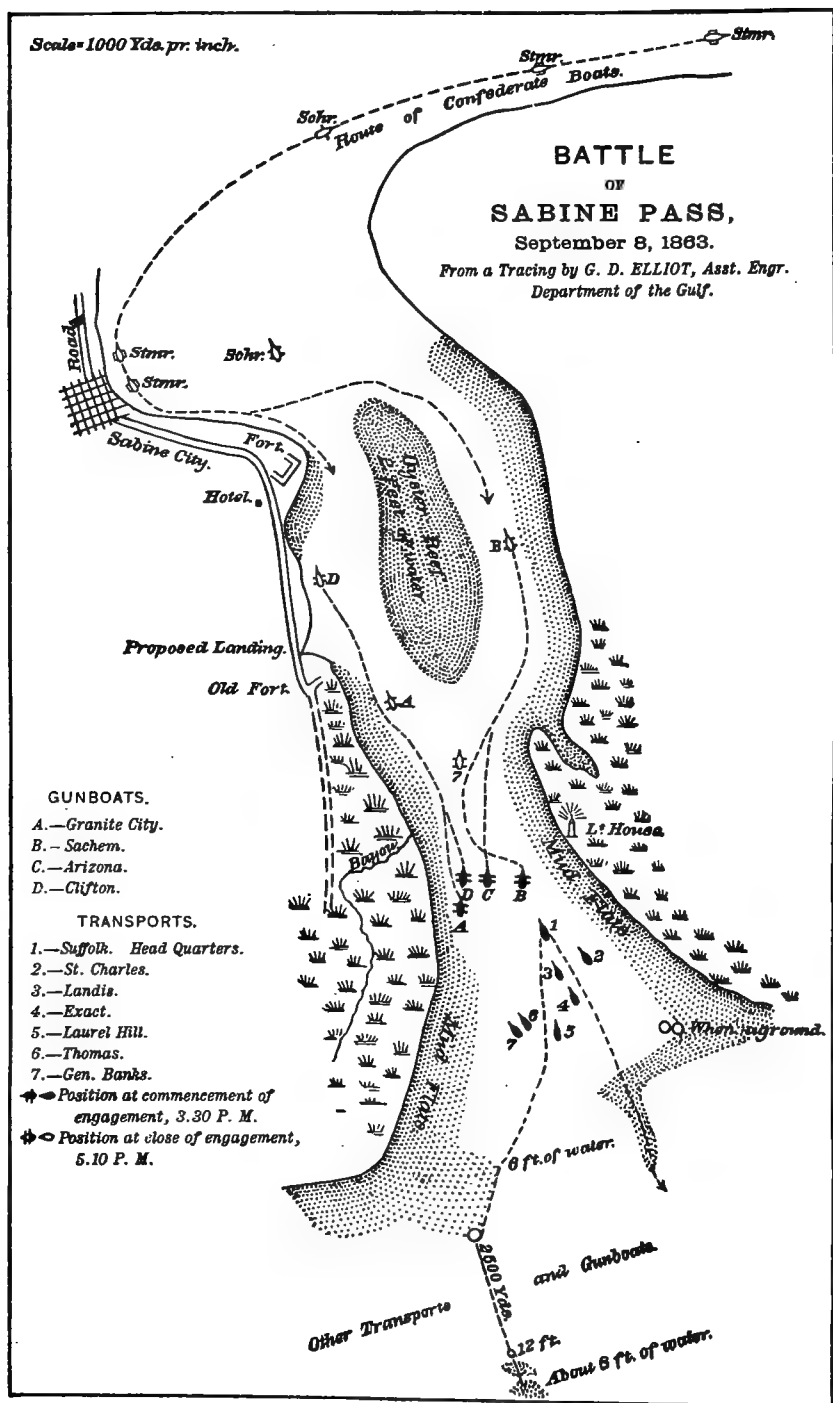
The remainder of my force was outside of the bar in vessels, all of which had to be lightened, and at least three days would be required to land it; the stock of fresh water was nearly exhausted, and the animals were already on short allowance of water; the men were living on uncooked rations, and there was no fuel on shore for cooking. No fresh water could be obtained unless the fort was in our possession, and the day's experience had taught me that no attack which I could make with the troops which I had been able to get across the bar could possibly succeed. It would have been absurd to have attempted to pass the fort with the troops already inside the bar, there being but one means of access to Sabine City, and this commanded for $1\frac{1}{2}$ miles by six heavy guns and whatever field artillery the enemy might have. There was no time to send to New Orleans to get instructions, and I therefore concluded to recross the bar and return to the mouth of the Mississippi.

I arrived at the mouth of the Mississippi this morning, having left Sabine Pass on the 9th instant, and believe there have been no losses except those reported by General Weitzel and 200,000 rations thrown overboard from the *Crescent* (the grounded transport) to get her off the bar, where she would have been taken by the enemy, and 200 mules thrown overboard from the *Laurel Hill*, a steamer which lost her smokestacks on account of the heavy sea. The loss of the mules will be investigated, as they were thrown overboard without orders from any responsible officer.

Very respectfully, your obedient servant,

W. B. FRANKLIN,
Major-General, Commanding.

Major-General N. P. BANKS,
Commanding Department of the Gulf, New Orleans, La.



Report of Brigadier-General Weitzel, U. S. Army.

HQRS. FIRST DIVISION, NINETEENTH ARMY CORPS,
On board Steamer Suffolk, September 11, 1863.

SIR: I have the honor to report the following as the part my command took in the expedition to Sabine Pass:

I left New Orleans at 7 p. m. on the 4th instant on the steamer *Belvidere* and made the South West Pass at 11 o'clock a. m. on the 5th instant, accompanied by the steamers *General Banks*, *St. Charles*, and *J. C. Landis*, under convoy of the U. S. gunboat *Arizona*.

At 7 a. m. on the 6th instant was joined off Berwick Bay by the U. S. gunboats *Clifton* and *Sachem*, and after furnishing the three boats with the sharpshooters they requested, we sailed for Sabine Pass. At 3:30 a. m. on the 7th instant I was informed that Captain Crocker, of the U. S. gunboat *Clifton*, had discovered that we were westward of Sabine Pass and had ordered the boats to turn back. At about 7 a. m. Captain Crocker came aboard of my vessel and reported that we had been mistaken and that we were off Calcasieu Bar, about 30 miles to the eastward of Sabine Pass.

After consultation we concluded it would be best to try and stop the rest of the expedition at the point we were, and then attempt the dash on the enemy's works on the next morning. We were unsuccessful in this, as the general commanding the corps had passed us. Two of my transports, *General Banks* and *St. Charles*, were disabled and required some time for repairs. As soon as these repairs were made, at about 5 p. m., we started for the pass, and reported to the general commanding at about 9 p. m. I was ordered on the next morning to put the troops from the *Belvidere* on the *Thomas* and follow the gunboats over the bar. I did this.

After a reconnaissance of the landing and the enemy's works and position had been made, and after consulting with Captain Crocker, commanding the *Clifton* and the gunboat fleet, I was ordered to place 500 men on the transport *General Banks*, to follow up the rear gunboat as soon as the attack was commenced, and to land the men at the old battery point with orders to advance on the enemy's works and keep down the fire of the enemy's guns while the gunboats were engaged. At 3:45 p. m. the gunboats advanced to the attack. I followed, according to orders, the last gunboat. The *Granite City* came near to the position assigned her to cover my landing; the *Sachem* had been disabled, the *Clifton* was aground, and unfortunately in exact range of my proposed point of landing. I had just given orders to attempt the landing, nevertheless, when I saw the colors of the *Clifton* had been struck and the white flag raised on the *Sachem*, and saw that the *Arizona* was aground. A few moments afterwards I was ordered to retire, and then again to go outside and anchor in rear of the *Crescent*. Later in the night I received orders to go with my vessels, with the troops arranged as they had been, to the South West Pass, Mississippi River, which I did after considerable delay in towing the *Laurel Hill* (disabled), and arrived at that point at about 7 a. m. this day. There were 2 officers and 75 men of the Seventy-fifth New York Volunteers on the *Clifton* as sharpshooters; 6 of them escaped. On the *Sachem* there were 1 officer and 25 men from the One hundred and sixty-first

New York Volunteers. How many were killed and wounded I do not know. My total loss is therefore 3 officers and 94 men.

I am, sir, very respectfully, your obedient servant,

G. WEITZEL,

Commanding First Division Nineteenth Army Corps.

Captain W. HOFFMAN,

Assistant Adjutant-General, Nineteenth Army Corps.

Additional report of Major-General Franklin, U. S. Army.

HEADQUARTERS NINETEENTH ARMY CORPS,

Algiers, La., September 14, 1863.

GENERAL: I omitted to state in my report of the late expedition to Sabine Pass that on Monday, the 7th instant, I was boarded by an officer from the gunboat *Cayuga*, who informed me that his vessel was on a cruise in that part of the Gulf. He also informed me that he had been off the pass near daybreak of that morning.

His vessel accompanied us during the remainder of the voyage to the pass, and stayed near us until we left.

Commodore Bell noticed this omission in my report, and asked me to make this correction, which I do with pleasure.

Another omission is, I should have mentioned that a field battery of the enemy fired into Captain Crocker's vessel, the *Clifton*, while she was engaged with the fort. I learned this from General Weitzel after the report was written.

I shall be glad if a copy of this letter be furnished to Commodore Bell.

Very respectfully, yours,

W. B. FRANKLIN,

Major-General, Commanding Nineteenth Corps.

Major-General N. P. BANKS,

Commanding Department of the Gulf, New Orleans, La.

Detailed report of Major-General Banks, U. S. Army, regarding the expedition.

HEADQUARTERS DEPARTMENT OF THE GULF,

New Orleans, September 13, 1863.

GENERAL: It is with regret that I am obliged to report that the effort to effect a landing at Sabine Pass was without success.

The immediate cause of the failure was the misapprehension of the naval authorities of the real strength of the enemy's position and the insufficient naval force with which the attempt was made.

It represented, however, the entire naval power that the Department affords for an enterprise of this character. No vessel drawing over 6 feet of water can pass the bar at the mouth of the Sabine. This reduced the number of boats able to enter to four—the *Clifton*, *Sachem*, *Arizona*, and *Granite City*. These were all old boats, of decayed frames and weak machinery, constantly out of repair, even when engaged in the ordinary service of the river.

The naval authorities most familiar with the Sabine, which has been constantly under blockade, believed that this force would be sufficient.

They supposed the battery at the pass to mount but two guns, and were perfectly confident of being able, if the enemy was not so far apprised of our movements as to be able to concentrate their forces, to silence the guns without delay. It proved, however, that the battery mounted six heavy guns, three of which are believed to be IX-inch, one a 7-inch or 8-inch rifle, and the others to be mounted on siege carriages. To these were added a light battery and two gunboats.

The army, of course, relied confidently on the information furnished by the officers familiar with the ground. It would have been wiser to have tested the strength of the enemy's position, as might easily have been done by the gunboat stationed at that point forcing their fire, but the desire to avoid arousing suspicion of our movement, the pressure of the Government for prompt action, and the entire confidence of the naval authorities in their information led to the course adopted.

The attack would have been successful as it was, had the boats been adapted to the waters in which they were engaged.

The action opened on Tuesday, the 8th instant, at 3 p. m., and lasted about an hour. The *Clifton* and *Arizona* were early grounded, and the *Sachem* disabled by a chance shot, before the *Granite City* reached the scene of action, and the *Clifton* and *Sachem*, being under the guns of the fort, were obliged to surrender.

The *Arizona* and *Granite City*, with all the transports and troops inside the bar, got off during the evening.

The *Clifton* is represented to have made a most gallant fight. General Weitzel, with 500 men on board the transport *General Banks*, was following close upon the *Clifton* when she commenced the attack, with an intention to land at Old Battery Point, about half a mile below the fort, and suppress the fire of the enemy's gunners. This would have been accomplished had not the *Clifton* grounded exactly between him and the point selected for landing, and the attempt was abandoned only when the *Clifton* and *Sachem* had surrendered and the *Arizona* was seen to be aground and helpless. Being deprived of all aid of the gunboats, the troops [transports] fell back to a position outside the bar.

Our loss is limited to two gunboats, the officers and crews, and about 90 men who were on board the boats as sharpshooters; these were captured. The killed and wounded, it is believed, will not exceed 30. The troops and remaining gunboats returned to Berwick Bay and New Orleans on the 11th instant.

In all respects the cooperation of the naval authorities has been hearty and efficient. Fully comprehending the purposes of the Government, they entered upon the expedition with great spirit. Commodore Bell gave all the assistance in his power, and Captain Crocker, of the *Clifton*, now a prisoner, deserves especial mention for his conspicuous gallantry.

Were it not for the very serious and lamentable deficiency of light-draft gunboats in this department, to which I have so often called the attention of the Government, I should consider the loss of the two boats as unimportant, except as to their armament. That of the *Clifton* was important.

The boats were unreliable for any service, on account of their decay and weakness, both of hull and machinery.

It gives me great pleasure to say that both in the preparation and conduct of the expedition, General Franklin, his officers, and men exhibited the best spirit and satisfied every expectation that could

reasonably have been required of them. The failure is to be attributed solely to the misfortune attending the gunboats and the impossibility of managing them in the shoal waters of the Sabine. Had it not been for this incurable unfitness for the work in hand the gallant spirit exhibited by both navy and army would have insured the entire success of the enterprise. * * *

The only incident of serious moment tending to disclose to the enemy our plans that occurred was the desertion of an engineer while the gunboats were at Berwick Bay. This is believed to have been the only advance information they obtained. * * *

Had we the requisite naval force or transportation I would renew the attempt on Sabine or strike at the Rio Grande. But we have neither.

* * * * *

N. P. BANKS,

Major-General, Commanding.

Major-General HALLECK,
Commander in Chief, U. S. Army.

Report of Major-General Banks, U. S. Army, explaining to the President his plan of action and the causes of failure.

HEADQUARTERS DEPARTMENT OF THE GULF,
New Orleans, October 22, 1863.

SIR: Dispatches from the General in Chief impress me with the belief that my plan of action in the movement to Sabine Pass is not perfectly understood by the Government. It was not intended for the occupation of Sabine City. * * * The landing contemplated and referred to in the orders given to General Franklin as an alternative for that of Sabine Pass was upon the coast 10 or 12 miles below.

* * * * *

The movement to the Sabine was made upon the reports furnished by the naval officers, who were perfectly confident of their success in being able to destroy the enemy's guns. The grounding of the two boats and the withdrawal of the other two boats caused the failure to effect a landing and the return of the army. In my judgment the army should not have returned, but should have continued to the point indicated for landing upon the coast, as contemplated in the instructions. This would have been done but for the withdrawal of the two boats that were free after the loss of the *Sachem* and the *Clifton*. The expedition sailed from the Mississippi on the 4th of September and returned to the Mississippi on September 11.

* * * * *

We are now in position for a movement westward into Texas and northward to northeastern Texas by way of Shreveport. * * *

While the army is preparing itself for one or the other of these movements I propose to attempt a lodgment upon some point on the coast from the mouth of the Mississippi to the Rio Grande. The gunboat *Tennessee* was dispatched by Commodore Bell for this purpose on the 29th, a careful and intelligent engineer (Captain Baker) accompanied the expedition. The *Tennessee* returned to New Orleans on the

16th instant. The report was most favorable for operations upon the Gulf coast. * * * The expedition will sail to-morrow morning (23d) at 9 o'clock.

* * * * *

I have the honor to be, with much respect, your obedient servant,
N. P. BANKS,
Major-General, Commanding.

The PRESIDENT OF THE UNITED STATES,
Washington, D. C.

Report of Commodore Bell, U. S. Navy, transmitting reports regarding the casualties on the U. S. steamers *Clifton* and *Sachem*.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, La., September 26, 1863.

SIR: The *Bienville* has arrived from Galveston for repairs of rudder and boilers; she reports the crews of the vessels on that coast in good health.

Please receive enclosed copies of reports from Lieutenant-Commander Dana, in reference to the killed and wounded on board of the U. S. steamers *Clifton* and *Sachem*, obtained by flag of truce from Confederate authorities at Sabine. I also enclose the last monthly reports of lists of officers from those two vessels.

I have the honor to be, sir, very respectfully, your obedient servant,
H. H. BELL,
Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure.]

U. S. S. CAYUGA,
Off Sabine Pass, Tex., September 13, 1863—a. m.

SIR: On the morning of the 11th instant I sent in a flag-of-truce boat and ascertained that neither the captain of the *Clifton* nor *Sachem* was killed; none of the *Clifton's* officers were killed; 23 were killed and some wounded, mostly belonging to the *Sachem*. The Confederate officers said the prisoners were hurried off to Houston, and consequently they were unable to give me the names of killed and wounded, but would do so Sunday if I would send in a boat.

Captain Lamson, of the *Granite City*, brought from Calcasieu 14 refugees. I have questioned several of them and can hear of no further injury to the *Clifton* than the cutting of the steam pipe. The refugees tell me that the Confederate Captain Fuller was sent for, and has taken command of the Confederate gunboats and cotton-clads; also that the IX-inch guns of the *Harriet Lane* have been placed on the cotton-clads.

P. m.—My flag-of-truce boat has just returned. The Confederates say they have buried 28 of our people and they have a number wounded.

I deem it necessary to have immediately a stronger force here, as the *Granite City*, an iron vessel, carries nothing but some howitzers,

and the *Arizona* has but three available guns. She is also an iron vessel.

Very respectfully, your obedient servant,

W. H. DANA,

Lieutenant-Commander, Commanding U. S. S. Cayuga.

Captain JOHN P. GILLIS, U. S. Navy,

Commanding U. S. Forces off Coast of Texas.

U. S. S. CAYUGA,

Off Sabine Pass, Tex., September 17, 1863.

SIR: I have been unable to gain much additional information concerning affairs on shore here. The accounts of refugees and pilots vary and give nothing satisfactory. It is thought by one, this Captain Fuller is here and by others that he is not. An Englishman named Odlum, thought to be an excellent artillerist, had command of the battery before reinforcements arrived. A man named Payne, taken at Galveston and sent to New Orleans, supposed to be a spy, had command of the cotton vessels just before the attack.

In the last flag-of-truce boat a rebel officer named Leon Smith, C. S. Navy, the person who commanded the captors of the *Harriet Lane*, came off and gave his card; a Major Magruder and a captain were also in the boat. These officers we have not before seen. The officer who came off in the first boat has frequently been out and was here during the engagement. I place more confidence in his account of the killed and wounded.

I might add that it was reported by the officers in the last boat that the chief engineers of both vessels were killed, and that the executive officer of the *Clifton* was wounded and died in Beaumont, and that a master's mate of the *Clifton* was killed.

As there is no sickness on board the coal schooner, I have ordered the *Arizona* and *Granite City*, each, to take, with what they now have, coal for ten days full steaming, which, when this vessel is full, will be about 150 tons taken. If we were all to fill up little or none would be left for the *Seminole*.

Very respectfully, your obedient servant,

W. H. DANA,

Lieutenant-Commander, Commanding U. S. S. Cayuga.

Captain JOHN P. GILLIS,

Commanding U. S. Forces off Coast of Texas.

Detailed report of Lieutenant-Commander Dana, U. S. Navy, commanding U. S. S. Cayuga.

U. S. GUNBOAT CAYUGA,

Off Sabine Pass, Texas, October 15, 1863.

SIR: In reply to your communication of the 12th instant, requiring a more particular account of the conduct of the several vessels and their commanders on the occasion of the attack on Sabine Pass, I have respectfully to state that at the time the *Sachem* was disabled she was a little farther up the stream than the other gunboats, and in the Eastern Channel, about 1,000 yards from the battery (nearly abreast

of it). The *Arizona* was a short distance astern of her; the *Granite City* ahead of the transports about $1\frac{1}{2}$ miles downstream from the battery, where she remained during the engagement without firing. The *Clifton* was some distance ahead of the *Granite City*, in the Western Channel. When the *Sachem* was disabled my attention was particularly directed to the *Clifton*, as all hopes of silencing the battery rested in her. She ran near the rebel guns and aground, as I judged, from her not moving while her engine was working. At one time I saw a quantity of steam rise from her, and thought she was struck, but her guns continued to fire and her beam to work. During the space of about twenty minutes, when the *Clifton* was engaged at close quarters, I saw a boat passing from the *Sachem* to the *Arizona*, the two vessels being very near each other, and at one time saw the *Arizona* heading across stream, and remaining in that position with her stern apparently aground. I could not see whether or not the *Sachem* was aground, but thought at the time that both channels were very narrow and shallow—not wider than the length of one of the vessels.

When the *Clifton* hauled her colors down and hoisted the white flag I looked at the *Sachem* and saw her colors down. If they had been hauled down before, I think I would have noticed it, and I am almost sure the *Sachem* had no white flag flying before the *Clifton* hauled down her ensign. When the *Clifton* surrendered, I was confident the troops would be landed and retake the gunboats, as there was no rebel force in sight outside the battery. The transports started out; the *Granite City* passed the transports and went out to the *Cayuga*, which vessel was anchored near the wreck of the *Morning Light*. The *Arizona* came down into main channel and stopped ahead; or nearly ahead of all the transports, as I supposed at the time, to pick up a number of boats belonging to the transports anchored in the channel, and probably to protect the transports from a rebel steamer which was then coming down from above the battery. Whether or not she grounded then I do not know.

When I left the shore I was above all our vessels, and getting on board as quickly as possible, I found Captain Lamson of the *Granite City* there, who told me the *Arizona*, with the others, had hauled down her colors and was aground. I replied that when I last saw the *Arizona* (since he came out) her colors were flying, and that I did not think they had been hauled down at any time, or I would have seen it. I told Captain Lamson to go to the assistance of the *Arizona*, who replied that it was with the greatest difficulty he got out the channel and would not be able to return, as it was then about dusk. Thinking that one of the light-draft transport vessels would be of the most service to the *Arizona*, I requested General Franklin to send to her assistance. He said he would do what he could. At about 11:30 p. m. the *Arizona* came out.

As the naval and army forces in this case are so intimately connected, judging of one branch of the service without reference to the other would not be in accordance with the strict rule of justice.

Very respectfully, your obedient servant,

W. H. DANA,

Lieutenant-Commander, Commanding U. S. S. Cayuga.

Commodore H. H. BELL,

Commanding West Gulf Blockading Squadron.

Order of the Secretary of the Navy to Commodore Bell, U. S. Navy, to convene a court of enquiry.

NAVY DEPARTMENT, *October 2, 1863.*

SIR: The Department has received your several dispatches in reference to the disaster at Sabine Pass.

You will order a court to enquire into the conduct of the commanding officers of the U. S. steamers *Arizona* and *Granite City*, as represented in the reports of Major-General Franklin and Brigadier-General Weitzel, enclosed with your No. 54.

It is desirable to learn as early as practicable the fate of the officers and crews of the *Clifton* and *Sachem* who were killed or wounded, and who are now prisoners, and the Department authorizes a flag of truce to be sent in for that purpose. Many enquiries are made by relatives who are interested.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commander H. H. BELL,
Comdg. Western Gulf Blockading Squadron pro tem.

Letter from the Secretary of the Navy to Commodore Bell, U. S. Navy, expressing disapproval of the conduct of the expedition.

NAVY DEPARTMENT, *October 9, 1863.*

SIR: The Department received your several dispatches in reference to the combined expedition to Sabine Pass, which resulted in the capture of the U. S. steamers *Clifton* and *Sachem* and their officers and crews.

While commending your promptness and zeal in cooperating with the Army, the Department can not approve of the dispatching of three or four small vessels to Sabine Pass to contend, in the narrow and shallow channel, against earthworks. Nor can it approve of the placing of such an expedition under the command of an officer of comparatively little experience in such matters.

In such movements the Navy in case of failure is always held responsible, and therefore they should not be made without the proper force and material to guard against disaster and secure success, and should be intrusted to officers of much experience and judgment only.

The disastrous results and total failure of the Sabine Pass expedition is a source of regret, and it is to be hoped that similar movements may not be undertaken without a full consideration of the consequence and responsibilities.

The commanding officer of the *Owasco* should be brought before a court for leaving his blockading station without orders.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commodore HENRY H. BELL,
Comdg. Western Gulf Blockdg. Squadron, New Orleans.

Order of the Secretary of the Navy to Lieutenant-Commander Madigan, U. S. Navy, to explain his absence from the blockade.

NAVY DEPARTMENT, *October [10], 1863.*

SIR: The Department desires an explanation from you of your absence from the blockade off Sabine Pass at the period of the fitting

out and arrival of the combined expedition under the command of Brigadier-General Franklin, U. S. Army, at that place.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Lieutenant-Commander JOHN MADIGAN, U. S. Navy,
New Castle, Maine.

Report of Lieutenant-Commander Madigan, U. S. Navy, commanding U. S. S. *Owasco*, explaining his absence from the blockade.

NEW CASTLE, ME., *October 15, 1863.*

SIR: In answer to your communication of the 10th instant, I have to say that I was blockading alone in the gunboat *Owasco* off Sabine and that I was obliged to go to Galveston for oil for the machinery on Sunday, the 6th of September, and left there as had been occasionally done before for coal, etc. I left at 10:30 a. m. and arrived at Galveston at 3:30 p. m. of same day. The gunboat *Cayuga*, being nearly filled with coal, was ordered to fill up and resume the blockade off Sabine, which she did, leaving at 8 o'clock of that evening. I was ordered to fill up with coal on Monday at Galveston. In regard to the fitting out of the combined expedition, I knew nothing of it at the time of my leaving Sabine, nor did the senior officer off Galveston, to the best of my knowledge and belief.

I am, respectfully, your obedient servant,

JOHN MADIGAN,
Lieutenant-Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commodore Bell, U. S. Navy, acknowledging the order to convene a court of enquiry.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, La., October 30, 1863.

SIR: I have the honor to acknowledge the receipt of your order of October 2, directing a court of enquiry to be held on the commanding officers of the *Granite City* and the *Arizona*.

Those two steamers are now at sea on blockade, and the material evidence is with the army, at present in the field. Your order shall be complied with as soon as practicable.

The *Arkansas* has been sent to the coast of Texas, with instructions for the commanding officer off Sabine to send in a flag of truce to ascertain the killed, wounded, and prisoners of the *Clifton* and *Sachem*.

I have the honor to be, sir, very respectfully, your obedient servant,

H. H. BELL,
Commodore, Comdg. West Gulf Blockdg. Squadron pro tem.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Acting Volunteer Lieutenant Crocker, U. S. Navy, commanding naval force.

HOUSTON, TEX., *September 12, 1863.*

SIR: By permission of the provost-marshal-general of Texas, I have the honor to make a concise report concerning the capture of the

Clifton and *Sachem* and the failure of our attack on the fort at Sabine, passing the failure of the *Granite City* to anchor off the bar and show the concerted signal whereby we lost the advantage of surprise and other failures.

On the night of the 7th instant the whole fleet anchored off the bar, and at daylight the next morning I crossed the bar in the *Clifton* to reconnoiter. I found a cotton-clad gunboat and a very strong-looking battery situated where I expected to find it, and after attempting to draw their fire without success fell back and signaled for the whole fleet to cross the bar, which was done.

I then went on board General Franklin's ship to arrange for the attack, which was finally decided as follows: While the *Clifton* was shelling the battery with short-fuze shells the *Sachem* and *Arizona* were to advance up the Louisiana channel, and thus compel the enemy to change the training of his guns, when the *Clifton* was to advance rapidly up the Texas channel and endeavor to obtain a position near enough to the battery to enable the sharpshooters to pick off the enemy's gunners.

The *Granite City* was to start with the *Clifton*, and, following her up the Texas channel, take up a position just above the old battery and cover the landing of troops at that place from the transport *General Banks*, which troops were to advance rapidly up the bank toward the enemy and support the *Clifton*, should she, as was expected, ground near the battery. It was 4 o'clock in the afternoon before General Franklin was ready to cooperate, by which time the smoke of several steamers was discovered coming down the lake.

The arrangements of the army being at last completed, the *Clifton* took up her position in the Texas channel and began to shell the enemy. The *Sachem* started up the Louisiana channel, followed by the *Arizona*, and after grounding slightly, entered the channel and joined in the action as they moved up. The *Granite City* and the *General Banks*, with their anchors up, lay ready to follow.

At the second discharge from the enemy's guns the *Clifton*, with a full head of steam, steamed rapidly up the Texas channel toward the battery.

When the *Clifton* was about halfway up to the battery, I noticed with great surprise that the *Granite City* and the *General Banks* were still laying drifting across the tide, making no attempt to follow; at the same time a shot from the enemy struck the *Sachem's* boiler, disabling her instantly and silencing her fire; but, depending upon the support of all the others, the *Clifton* kept on her course. In a short time, however, her wheel rope was shot away and she grounded sooner than was expected, and in such a position that only three of her guns could bear on the battery, and with three we kept up the fight, making every effort to get the vessel afloat, but before we succeeded a shot passed through her boiler and machinery, disabling her completely.

Until this time every man stood to his post, and the fight was progressing favorably, but the steam drove all the sharpshooters off the upper deck. Many, thinking the vessel was about to blow up, jumped overboard; at the same time the enemy got our range, and their fire began to tell severely. The vessel twice caught fire, and the men were falling fast. My executive officer (Acting Master Robert Rhodes) fell mortally wounded. Two other officers received wounds, and the men, noticing that no support was near, many of them became

unsteady; enough of them remained, however, to keep up a very effectual fire, which was being done with the faint hope that we might yet be supported, when I was met by two of my officers and informed by one of them that he had hauled down the flag and that we could not fight any more. With great indignation I ordered it hoisted again and all to stand to their guns; but the example had become contagious, with few exceptions. The men had left their guns and were taking to the water. At the same time a shot from the enemy disabled one of my three guns, and the lock of another broke, the remnant of the crew firing it with a hammer. Under the circumstances, and seeing that the *Arizona* failed to push on, the *Granite City* and *General Banks* to make the slightest attempt to support me, the enemy's fire becoming more and more deadly, deserted by all but a few brilliant exceptions, I deemed it my duty to stop the slaughter by showing the white flag, which was done, and we fell into the hands of the enemy. While the fight was thus progressing the commander of the *Sachem* sent to the *Arizona* an order to advance and take him in tow, but it was not obeyed.

The *Arizona* lay astern nearly silent until the termination of the fight, when she turned and fled.

The conduct of the commanders of the *Arizona* and *Granite City* or of my officer who hauled down the flag I am not now called upon to characterize, nor that of General Franklin in failing so utterly to cooperate, but I trust my Government will soon place me in a position to ask an enquiry into the facts.

I can not conclude without bearing testimony to the gallant manner which the commanding officer of the *Sachem* carried out, so far as he could, his part of the programme.

I am, very respectfully, your obedient servant,

FREDERICK CROCKER,

Acting Volunteer Lieutenant, Commanding Expedition.

Commodore H. H. BELL,

Commanding West Gulf Squadron, off New Orleans, La.

Letter from Commodore Bell, U. S. Navy, to Major-General Magruder, C. S. Army, requesting the names of the killed, wounded, and captured of the U. S. steamers *Clifton* and *Sachem*.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, La., October 27, 1863.

GENERAL: I am authorized to send a flag of truce into Sabine Pass to ascertain the names of the killed, wounded, and captured officers and crew of the late U. S. steamers *Clifton* and *Sachem* in Sabine Pass on the 8th September last, and subsequent casualties among them. I request, sir, you will kindly supply the information, in order to relieve the anxiety of their relations. The senior officer on blockade off Sabine or Galveston will receive your reply.

I am, very respectfully, your obedient servant,

H. H. BELL,

Commodore, Comdg. West Gulf Blockdy. Squadron pro tem.

Major-General JOHN B. MAGRUDER,

C. S. Army of Texas.

Report of Acting Volunteer Lieutenant Crocker, U. S. Navy, prisoner in the Confederate lines, transmitting list of casualties on the U. S. steamers *Clifton* and *Sachem*.

CAMP GROCE, TEX., *November 9, 1863.*

SIR: Your communication, under date of October 27, 1863, to Major-General J. B. Magruder, asking the names of the killed, wounded, and captured officers and crew of the late U. S. steamers *Clifton* and *Sachem*, has been this day referred to me, with permission to answer.

I have the honor to forward you herewith a correct list of the captured officers and, with the exception of the colored men, of the crew of the *Clifton*, and as near as I am able to ascertain a correct list of the killed, wounded, and missing. I also forward similar lists of the *Sachem*, as handed me by Acting Volunteer Lieutenant A. Johnson.

In my former report I mentioned the name of my executive officer only.

All the wounded have recovered, but of the missing it is known that many were drowned.

I also include a list of officers and men of the Signal Corps and of the Seventy-fifth New York Volunteers.

I am, very respectfully, your obedient servant,

FREDERICK CROCKER,
Acting Volunteer Lieutenant, U. S. Navy.

Commodore H. H. BELL,
Comdg. Western Gulf Squadron, off New Orleans, La.

[Enclosures.]

Exchanged as soldiers.—George Range, ordinary seaman; William Welsh, landsman; Daniel McCarty, ordinary seaman; James E. Hodgkins, landsman.

List of killed, wounded, and missing, U. S. S. Clifton.

Killed.—Robert Rhodes, acting master and executive officer; Michael Driscoll, landsman; a negro contraband, name unknown. Of Seventy-fifth Regiment New York Volunteers: L. D. Hallock, corporal, Company B; G. T. Beardsley, D. E. Parker, privates, Company B; H. Raymond, private, Company A; James [M.] Benedict, private, Company D; W. W. Miller, private, Company G; William F. Pray, private, Signal Corps. Total, 10 killed.

Wounded.—F. J. Bradley, third assistant engineer; William Mahoney, landsman; Peter Brown, seaman; Morris Powers, second-class fireman. Of Seventy-fifth Regiment New York Volunteers: E. N. Andrews, E. L. Bradley, privates, Company B; W. H. Beebe, John [J.] Campbell, privates, Company G; Lieutenant J. W. Dana, Signal Corps, slightly. Total, 9 wounded.

Missing.—Twenty-one of the crew, names unknown—mostly colored. Of Seventy-fifth Regiment New York Volunteers: O. A. Brown, corporal, Company A; A. G. Borden, R. O. Canfield, F. Olford, R. Tucker, privates, Company B; A. V. Brown, I. Bump, privates, Company G. Total, 28 missing.

Grand total.—10 killed, 9 wounded, 28 missing.

Very respectfully,

FREDERICK CROCKER,
Acting Volunteer Lieutenant, U. S. Navy.

[Endorsement.]

Complete list which accompanied this sent to War Department February 20, 1862.

List of officers and crew of the late U. S. S. Sachem, at Sabine Pass, September 8, 1863.

PRISONERS.

Officers.—Amos Johnson, acting volunteer lieutenant; A. H. Reynolds, acting ensign; J. C. Heney, acting master's mate; W. E. Bridges, acting master's mate; A. E. Larrien, paymaster's clerk.

Petty officers.—John Taylor, boatswain's mate (exchanged*); Herman Spilker, quartermaster (died at Camp Ford, June, 1864*); J. C. McNerney, quartermaster.

Seamen.—Edward Foley (exchanged*), John Stewart, George Brown (escaped*), Charles Brown (died June 1, 1864, at Camp Ford, Texas*), William Sutter, John Thompson (died March 14, 1864, at Camp Ford*), Alexander Ashton (reported as having escaped*), John De Casta, Thomas Hall, Thomas Mulman, Daniel Baker, George McCleran, William Vargan, John Swift.

Landsmen.—John Imbush (died August 7, 1864, at Camp Ford*), Michael De Laney, James McVey, James Kelley, Thomas Milem, John Carey (died July 13, 1864*), M. J. Flynn, George M. Whiteman, James Stewart (exchanged*), William Wheaton, Peter Martin, John A. Andrews.

Engineer's department.—John Hayes (escaped*), Dennis Toomey, John McDonough (said to have escaped and reached the blockade*).

KILLED.

Officers.—John Fraser, second assistant engineer.

Seaman.—John Williams.

Firemen.—William Robinson, Richard Turner, Thomas Sullivan, Thomas Ryan, Calvin Williams.

MISSING.

Officers.—John Munroe, third assistant engineer (dead*).

Seamen.—Peter Benson (reached the *Arizona**), G. William Meeker (reached the *Arizona**).

Landsmen.—Peter Lee, Henry Brown, William Glenn (dead on the *Arizona**), George Horton (reached *Arizona**), Randell Smith, Isaac Carter, William Wilson, John Chace, Willis Green, William Lowe (reached the *Arizona**), Samuel Smith (reached the *Arizona**), John Horton, John Rolles.

Very respectfully,

AMOS JOHNSON,
Acting Volunteer Lieutenant, U. S. Navy.

[Endorsement.]

List of officers and privates of Company D, One hundred and sixty-first Regiment New York Volunteers, on boat *Sachem*, killed, wounded, etc., sent to War Department February 20.

* In pencil.

Second report of Acting Volunteer Lieutenant Crocker, U. S. Navy, late commanding naval forces.

EDGARTOWN, MASS., *April 21, 1865.*

SIR: While a prisoner to the rebels I received permission to forward a concise account of the circumstances attending the capture of the U. S. steamers *Clifton* and *Sachem*, under my command, and the failure of the attack upon Sabine Pass, Texas, September 8, 1863, but I am unable to learn that it reached the Department. I have the honor now to send a more complete report.

As arranged between Major-General Franklin, commanding the land forces, Commodore H. H. Bell, and myself, the attack upon Sabine Pass was to have been a surprise. It was intended that the expedition should arrive off the pass during the night of the 6th, and be ready to start in over the bar with the whole force at early daylight on the morning of the 7th, with the expectation of finding the rebel steamers known to be there with steam down, when they would be unable to escape.

In order to insure the success of this plan, Commodore Bell dispatched the *Granite City*, Acting Master C. W. Lamson, commanding, having our principal pilot on board, a day in advance, with orders to communicate with the blockaders at Sabine and anchor his vessel exactly at the mouth of the channel and at night to show a light from the seaboard side of his vessel, by which the fleet could, on their arrival, be guided to a proper anchorage.

On the morning of the 6th of September the advance division of the land forces, under Brigadier-General Weitzel, in transports, convoyed by the U. S. S. *Arizona*, Acting Master Howard Tibbits, commanding, rendezvoused at Barrel Stake light-house, Atchafalaya Bay, where they were awaited by the naval force under my command, namely, the U. S. steamers *Clifton* and *Sachem*, Acting Volunteer Lieutenant Amos Johnson.

After detailing sharpshooters to the three gunboats, the whole force started for Sabine, regulating the speed so as to arrive at the pass during the night, as had been arranged. After dark the whole convoy, following the *Clifton*, closed in with the land and moved down the coast in not more than 4 fathoms water, to ensure falling in with the *Granite City* and her signal light, as there was no other way to ascertain the exact position of the pass in a dark night.

The expedition steamed along the coast in this way until, by the reckoning and the trending of the coast, it was certain that it had passed the desired point, when it turned and moved back in the same way until, by the reckoning, it having again passed the sought-for point, it became certain that the *Granite City* was not at her post, that the blockaders were also away, and, consequently, that the expedition could not anchor exactly at the appointed spot. I therefore deemed it best to move to the eastward and offshore far enough to be concealed from the coast when it became daylight, and it was done.

At daylight the *Granite City* was in sight inshore and came near. Acting Master Lamson reported that on arriving off the pass the day previous he found no blockaders there, but, soon after anchoring, he discovered a large man-of-war steamer, painted lead color, which his fertile imagination transformed into the dreadful *Alabama*; that he

thereupon got underway and left, went to the mouth of the Calcasieu River, and sent in a boat to get information about Sabine, but obtained none.

As this first attempt at surprise had failed, and as there was danger of the enemy's obtaining some information of our intentions through the ill-advised communication at Calcasieu, I proposed to General Weitzel that we should immediately start for Sabine and make the attack at once, but he was still in favor of attempting a surprise and preferred to wait for the next night, and, as my orders were to "cooperate with the army" I, of course, waited also.

The *Granite City* was sent once more to the pass, with orders to anchor and show a light, as before directed, and the other steamers were extended in a line across the route of the other divisions of the expedition to intercept them. During the day, however, it was ascertained that the division under the immediate command of General Franklin had passed unseen and was at anchor off the pass. As surprise was now no longer possible, the remainder of the expedition moved in toward the pass, and during the night of the 7th came to anchor near the channel. There I found the gunboat *Cayuga*, and to her commanding officer I showed my orders and asked for information; but he, although he had been stationed off the pass several months, was unable to give me the slightest information about the character of the fortifications or the amount of force in the pass, but believed we should find them much stronger than we expected.

Having informed General Franklin of this, it was deemed proper for the *Clifton*, first, to steam in over the bar at early daylight, and then, if the anchorage was safe, to signalize the other gunboats and the transports to pass the bar also. Accordingly, at daylight, on the morning of the 8th, I crossed the bar in the *Clifton* and moved up the pass, when I discovered a very formidable earthwork, mounting six guns, some of them apparently very heavy, and a small cotton-clad steamer, but, with the exception of a very few in the battery, no troops, and no signs of any, nor of any other fortifications.

After steaming up within easy range of the enemy's guns, and throwing a number of shells to draw their fire, without success, I signaled for the whole fleet to cross the bar, which was done as fast as they could push through the mud, and by about 10 o'clock a. m. all the gunboats and a large number of transports were inside at anchor.

Immediately upon his arrival, I boarded General Franklin's steamer to consult about the next move. It was decided that the battery appeared too formidable to warrant an attack by the gunboats alone, as was first intended, for, with the exception of the *Clifton*, their armaments were light and the boilers and machinery of the whole entirely unprotected, and it was determined that the army should assist in the attack. I took General Franklin and General Weitzel ashore in my boat to reconnoiter, when it was decided that a landing of troops could only be effected at the Old Battery, where the bank was nearly perpendicular and the water of sufficient depth to allow a steamer to run directly alongside of it, but which was within range of the enemy's guns. These facts ascertained, the plan of attack was arranged as follows:

It being evident from the appearance of the enemy's guns that they were elevated and pointed to command one particular place in the Texas channel, and that if the gunboats reached that point without

diverting their aim they would be almost certainly disabled, I determined to avail myself of the other channel, and by sending a part of my force up that compel the enemy to change the direction of his guns or permit them to pass the battery unmolested. Accordingly, I ordered the *Sachem*, followed by the *Arizona*, to steam rapidly up the Louisiana channel, while I, in the *Clifton*, advanced slowly up the Texas channel, with the intention to make a dash upon the battery the moment its guns were turned upon the *Sachem* and *Arizona*. In any event, I expected that a part of my force would pass the battery, and felt sure that either vessel could cope successfully with the enemy's miserable cotton-clad which lay above.

The *Granite City* having only a battery of light howitzers, was detailed to follow the *Clifton*, take position just above the Old Battery in the Texas channel, and cover the landing of the troops, which were to begin to land the moment the gunboats commenced the attack. The troops, as fast as they landed, were to be thrown forward as skirmishers and sharpshooters, and assist to drive the enemy from their guns.

All parts of the plan were fully understood by General Franklin and General Weitzel and by the commanding officers of the gunboats, and met with their expressed sanction and approval. As I left General Franklin to commence the attack, my last words were, that if I grounded under the battery, as was possible, I should be entirely destroyed should he fail in landing the troops as he proposed, and he again promised to have his transports follow the gunboats closely.

The naval forces were ready for the attack by noon, but were delayed, waiting for the army transports, until nearly 4 o'clock, when General Franklin informed me that he was ready, and I at once made the signal to engage, and commenced steaming slowly up the Texas channel, throwing shells rapidly from the IX-inch gun forward. The *Sachem* proceeded slowly up the Louisiana channel, followed, after considerable floundering, by the *Arizona*, and reached nearly halfway to the battery before the enemy changed the direction of their guns, and even then they fired so wildly that of about thirty shots aimed at the *Sachem* only one took effect; but that one totally disabled her and silenced her fire.

The commander of the *Sachem* informed me that as soon as he was disabled he anchored to prevent grounding and sent a message to the commander of the *Arizona* to come up and take him in tow, but, although the *Arizona* was at one time nearly within hail, the order was not obeyed, and the *Sachem* was thereby lost.

The *Arizona* slowly followed the *Sachem*, keeping up a slow and very ineffective fire until the *Sachem* was disabled, and then made no effort to pass that vessel, but lay in the channel, rendering no important assistance, until the *Clifton* and *Sachem* surrendered, when she turned and made her escape.

The *Granite City*, although ordered to follow the *Clifton* closely until its position above the Old Battery was reached, apparently made no attempt to obey the order, but lay during the whole engagement drifting with the tide near the transports and beyond the reach of the enemy's guns.

Immediately that the battery changed the direction of its guns the *Clifton* started, under a full head of steam, up the Texas channel and had reached more than halfway to the battery before the enemy dis-

covered her rapid approach; but then they at once brought every gun to bear upon her. Their aim, however, had, as I expected, become so deranged that not until the *Clifton* had had her wheel ropes shot away or parted, and had grounded in consequence, did their shot take effect.

The *Clifton* grounded in a position such as enabled us to use only three guns, which were for a time used with accuracy and effect; but soon after she grounded a shot struck the steam drum, when she became entirely helpless. The steam and hot water drove the sharpshooters and every one off the upper deck. Another shot mortally wounded Acting Master Robert Rhodes, my executive officer, who fell early in the fight bravely doing his duty.

In order to bring another gun to bear, I ordered Acting Master's Mate H. S. P. Rollins to train his gun forward and blow out the side of the vessel. This he did, and that gun was thus brought into use during the remainder of the action.

Upon the loss of my executive officer I directed Acting Master B. S. Weeks, who was next in rank and in command of the after pivot gun (not in use), to assume the duties of executive officer. He replied that he "did not see anything to do." Soon after the vessel caught fire, and I directed him to have the fire extinguished. He asked me if I expected him to do it himself, saying that he did not know where the buckets were and could not control the men. I then ordered the senior engineer, James A. Fox, who was standing near, to have it put out, and he did it promptly.

In the meantime the enemy's fire was becoming hot and deadly, and men were falling fast. A shot struck the muzzle of one of the forward guns, partially disabling it and wounding many of the crew. While placing new men at the gun I learned that the lock of the IX-inch pivot forward (my main dependence) was broken, but the crew were manfully fighting it and exploding the primer with a hatchet.

In this way the fight continued about half an hour, and yet the *Granite City* or the army transports had made not the slightest movement toward taking their positions, but lay drifting with the tide. The *Sachem* had become entirely silent, the *Arizona* making only a few ineffectual shots, and the enemy's fire becoming more and more accurate and deadly.

While I was at the forward gun, directing the fire and encouraging the crew with the hope of being able to hold out till the army should afford us the promised relief, Acting Master Benjamin S. Weeks—the officer who in the commencement of the engagement could find nothing to do—came to me and entreated me to surrender and save a useless sacrifice of life, adding that he had already hauled down the flag! He called my attention to the fact that no help had as yet started, and that there was no appearance of any coming; that the *Sachem* was disabled and silenced, the *Arizona* retreating, and our own men rapidly jumping overboard; that it was of no use to fight longer. Unfortunately, by this time his remark was true, for, seeing the flag hauled down, the men became rapidly demoralized, and, with a few brilliant exceptions, began to leave the guns and take to the water. Thus my last hope left me, and I surrendered, immediately destroying all signal books and public papers.

During the engagement the wounded received no attention, as the surgeon was not to be found. It was reported to me that Acting Assistant Surgeon D. D. T. Nestell climbed over outside and got upon the rudder, and there remained during the engagement.

It is with great reluctance that I report the conduct of the commanders of the *Granite City* and *Arizona*; of Acting Master B. S. Weeks and Acting Assistant Surgeon D. D. T. Nestell—conduct so unusual in naval officers—but I believe it a duty I owe the service and the country.

The reason why the army failed so utterly to cooperate, after having promised so fairly, I have been unable to learn; but it has been since proven to me that if a single movement toward landing troops had been made, the enemy would have evacuated Sabine Pass and the expedition would have proved a success. For two days after the fight there were not 300 men at Sabine or within many miles of that place.

My report would be incomplete without mention of the gallant conduct of Acting Ensign William W. Weld, who has been also mentioned for gallantry by other commanding officers. He and his whole gun's crew fought the forward pivot gun in the coolest and most gallant manner possible. Acting Second Assistant Engineer James A. Fox, Acting Master's Mates Henry S. P. Rollins and N. Loring Cannon also deserve commendation for the gallant manner in which they fought their guns and performed every duty. All the petty officers also behaved remarkably well, standing to their guns and fighting to the last.

In conclusion, I bear willing testimony to the gallant manner in which Acting Volunteer Lieutenant Amos Johnson, of the *Sachem*, carried out, so far as he could, the duty assigned him.

I have the honor to be, most respectfully, your obedient servant,

FREDERICK CROCKER,

Acting Volunteer Lieutenant, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Master Tibbits, U. S. Navy, late commanding U. S. S. *Arizona*.

U. S. BARK WILLIAM G. ANDERSON,
Mobile Bay, May 15, 1865.

SIR: In reply to the enclosed extract from the report of Acting Volunteer Lieutenant F. Crocker I would respectfully state that at the time the U. S. S. *Sachem* was disabled at Sabine Pass the *Arizona* was so near her that she was stopped and backed to prevent fouling, in doing which she grounded by the stern. The ebb tide swung her across the channel, when she grounded forward on an oyster bed.

At this time a boat was sent to the *Sachem* and returned with 3 badly wounded men, but no orders. The colors of the *Sachem* were down and a white flag flying at the fore.

The *Arizona* was extricated from the position in which she was with much difficulty, owing to her partly disabled engine, and taken to a position (to cover the transports from two steamers coming down the bay) where she remained until 11 p. m., when she was kedged 2 miles into deep water, her engine having become disabled.

The *Arizona* had not been fairly afloat since she passed the bar on the morning of the 8th of September until she was kedged over it at midnight.

But two guns of the battery of the *Arizona* could be brought to bear on the fort, 30-pounder Parrott on forecastle and forward 32-pounder

on gun deck. From these guns there were fired during the engagement, which did not last twenty minutes, 35 shell by a crew that had been taken from a transport five days previous, and I trust I may be excused in doubting the ability of any one present to judge how "ineffective" they may have been.

Having always felt conscious that all was done with the *Arizona* that under the circumstances could have been done, I would respectfully court any investigation the Department may deem necessary to instigate.

Very respectfully, your obedient servant,

H. TIBBITS,

Acting Master, Commanding.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

[Enclosure.]

Extract from the report of Acting Volunteer Lieutenant Frederick Crocker, commanding Sabine Pass expedition, September 8, 1863.

The commander of the *Sachem* informed me that as soon as he was disabled he anchored to prevent grounding, and sent a message to the commander of the *Arizona* to come up and take him in tow; but although the *Arizona* was, at one time, nearly within hail, the order was not obeyed and the *Sachem* was thereby lost.

The *Arizona* slowly followed the *Sachem*, keeping up a slow and very ineffective fire until the *Sachem* was disabled, and then made no effort to pass that vessel, but lay in the channel, rendering no important assistance, until the *Clifton* and *Sachem* surrendered, when she turned and made her escape.

Report of Acting Assistant Surgeon Nestell, U. S. Navy, late of the U. S. S. *Clifton*.

U. S. S. ALABAMA,

Navy Yard, New York, May 5, 1865.

SIR: I have the honor to acknowledge your communication of the 26th ultimo, requesting an explanation to an extract quoted from Acting Volunteer Lieutenant Crocker's report of the action at Sabine Pass, Texas, September 8, 1863, and I hasten to reply.

During the engagement referred to I was at my post in the sick bay, on the berth deck aft, attended by my steward, where I remained till within a very few minutes of its termination—until the following scene occurred: All the hands stationed there and [in] the fire room came rushing through my sick bay to the ladders leading to the main deck, shouting in the most frantic manner: "The boiler has bursted! We all will be scalded, and everybody for himself," and I, not knowing to the contrary, was seized with the irresistible desire to save my life as well. I was panic-stricken—rather rushing into than from danger—as the following facts will show. Almost carried by a now demoralized crowd toward the stern of the vessel, where all was alike confusion worse confounded, the men retreated behind their guns for protection from the fearful missiles which seemed to whirl to within 2 feet of our heads; the conviction that, should the enemy depress their pieces, they must inevitably destroy us; many jumping overboard, and the screams

that "We had surrendered, and still they are firing at us," I did climb over the stern on the rudder chain. I had remained there not longer than one moment, when I heard some voice from the hurricane deck saying: "Take him to the doctor." Instantly my senses returned and I returned to the sick bay, where I received the first wounded, the executive officer and men, whom I discovered at a glance were fatally injured—already in a state of collapse—and was in the act of administering stimuli when a rebel officer, covered with gold lace (whom I afterwards found to be a surgeon), sprang beside me and brutally ordered me to "leave things alone, generally;" to "get out of that;" who, on my remonstrance that I must attend to my wounded, beckoned to one Major Leon Smith, saying: "Major, clear all those Yanks out of this;" then telling me that my instruments and sick things belonged to the Confederate Navy; that they were just what he had been looking for; that he played for them; whereupon I was hustled onto the main deck, where I found a guard with fixed bayonets to enforce obedience. Going to my stateroom, which was knocked into pi, the rebel surgeon followed, denied me my clothes and money, and demanded the key to the dispensary, which I would not give him. Here he was joined by Major Smith, who ordered me to get on the rebel vessel, then moored alongside the *Clifton*. Going on board, I found Captain Crocker and others, officers and men, more fortunate than myself, with their trunks and other luggage, when a fearful cry arose that "the ship was on fire near the magazine," with excited appeals from everybody to shove off, when Captain Crocker suggested that I should get out the wounded. Immediately, with that intention, I returned to the berth-deck gangway of the *Clifton*, where I was again ordered back by Major Smith, this time furiously drawing his sword, who swore at the guard and told them to "shoot any damned Yankee going below," thus forcing me to Captain Crocker's side, to whom I related the event, and who must have witnessed and heard all that transpired. In a very few minutes, however, I was permitted, without leaving the rebel vessel, to receive the *Clifton's* wounded, and soon after we were conveyed to Beaumont.

Altogether, our capture, so unexpected, was a sore disappointment, producing a panic that confounded all; each, according to his presence of mind, doing the best he could under the circumstances. Ordinarily, my mind and courage are firm, but the dreadful alarm arising from the belief that we were about to be sacrificed by a demonstration far exceeding my experience in previous and subsequent battles, so prostrated me as to make me accept of what I felt was the only condition left me for escape, the enemy apparently not noticing that the vessel had surrendered. I am not conscious of having intentionally compromised my position or my manhood on that occasion.

Hitherto my conduct as a surgeon in both private and public life, and as a man, has been unimpeachable, and I feel confident of my ability to substantiate this statement, which I do solemnly make upon honor. I also solemnly affirm that the report made to Captain Crocker concerning me is most grievously and absurdly in error, as to the duration of my stay on the rudder; that the wounded were uncared for, made, as I truly believe, through malice. Were it otherwise I would not lie, or in the slightest degree prevaricate, having no motive for self-justification save through the truth, to save me from your and my country's severest displeasure; indeed, the profound love I cherish for the mem-

ory of my mother, for my wife and children, has always protected me from wrongdoing, and while I live I desire no better incentive to the performance of a just and upright life.

I am, sir, respectfully, your obedient servant,

D. D. T. NESTELL,

Acting Assistant Surgeon, U. S. Navy.

Hon. GIDEON WELLES,

Secretary U. S. Navy.

Extract from papers of Commodore Bell, U. S. Navy, containing statement of Pilot Taylor.

Statements in relation to the attack on Sabine, September 8, 1863.

Mr. James G. Taylor, pilot for the Sabine, was employed to go on board of the U. S. S. *Clifton* as pilot. To prepare the way Commodore Bell sent him to the *Granite City* at the Head of the Passes, then coaling, entrusting with him orders to act. Master C. W. Lamson, commanding, to coal and proceed without delay to Sabine Pass with Mr. Taylor and Mr. Clay Smith, another pilot, in order that they might anchor a blockade vessel off the bar in a position favorable for the vessels to cross the bar by.

About 5 p. m., the 4th, the *Granite City* got underway and went down to Pilot Town and anchored; took on board a pilot who said he could take her over the bar drawing as she did 7½ feet. She lay there until 6 a. m. next day—made best of her way to Sabine—Sunday before sunset made the light—saw no blockader, only a vessel, only a bark-rigged steamer standing to the westward. Arriving at night and not seeing the wreck of *Morning Light* to guide us, *Granite City* ran to Calcasieu to land Mr. Smith in the morning for information.

10 p. m., discovered four or five lights to the south—fleet outsailed us—burned a Coston light, 399 his number—followed till sunrise when Captain Crocker came on board. Arrived Sabine Bar near night and found several of General Franklin's transports to an anchor. I placed a signal light on the *Morning Light*. 8 p. m., 7th: Captain Crocker arrived with the rest of the transports. I then went on board of the *Clifton*. 5 a. m., 8th September, got *Clifton* underway and went over the bar with 75 sharpshooters to within three-fourths of a mile and saw one fort looking extensive showing four guns over the parapet pointing south. He shelled them with IX-inch guns for two hours without a reply and seeing but a few people, backed out about 10 o'clock and signalized transports and gunboats *Arizona*, *Sachem*, and *Granite City* to come over. About 1 p. m., Generals Franklin and Weitzel and Captain Crocker landed below the forts in a bayou three-fourths mile distant and found it difficult to go ashore on account of shoal water and mud. They concluded to send the *Arizona* and *Sachem* up the Louisiana Channel, and *Clifton* followed by *Granite City* up the Texas Channel. *Sachem* started ahead followed by *Arizona*, which seemed as if she were running onto an oyster bank. Captain Crocker sent me on board to take her in. I showed Captain Crocker how the channel ran. He ran her aground at a different place from what he intended. He had put his two rifle guns starboard side and all his smooth bore on the port next the battery.

When I went on board *Arizona*, the *Sachem* was a half mile up the channel. The *Arizona*, I ordered to go ahead full speed; she was going slowly. The executive officer spoke, saying, "Keep your mouth shut, you have nothing to say, you said you did not know the channel." She then went ahead pretty good speed. I then walked aft and there was a cry that the *Sachem* was blown up. I saw a cloud of steam and men overboard. They then trained their guns on us going over. Executive officer then requested me to back her out, the channel being about the width of boat. Captain of sharpshooters requested leave to take a boat to pick up *Sachem's* men; given him. I backed her astern through narrow channel to the end of it, and placed her stern in the mud on Louisiana shore and swung her clear of reef and went ahead standing out; this was about 5 p. m., until we came to the transports inside of the bar lying in confusion; I ordered her to back to keep clear of them. The captain asked if he could not go astern of one near him laying across the channel. I told him he could not. I asked him if he were going out without protecting

the transports. He replied, "I must go out, I can take her out." The *Granite City* was then halfway out to the blockade. *Clifton* surrendered while the *Arizona* was backing out. Both she and *Sachem* hoisted white flags. I got Mr. Smith on board. While so engaged they went ahead and grounded astern of the transport referred to and lay there till midnight, being a little past the transport. I then went on board of General Franklin, who was lying aground. He sent a boat to help the *Arizona*; it was not dark at this time. Two cotton-clads were coming down, one near the *Clifton*, the other near *Sachem*. One boat could have captured the whole fleet, *Arizona* and all. I do not know the extent of the injury to the *Clifton*; I saw steam escaping over her walking-beam and black smoke coming out on deck. The guns were fought ten or fifteen minutes after.

I went on board of *Granite City*. She did not go again into the river, although the captain of *Cayuga* ordered him in to protect the transports.

She went in with great difficulty, being slow and drawing so much less water forward than aft, the tide cut him right across the bar. I was sent out to pilot him in.

Mr. Taylor may be found at Street Commissioner's Office, City Hall.

U. S. FLAGSHIP ALBATROSS,
Off New Orleans, La., March 6, 1865.

SIR: I have the honor to enclose herewith the report of Acting Volunteer Lieutenant Amos Johnston, who commanded the U. S. S. *Sachem* at Sabine Pass, from which it seems the conduct of Acting Master Tibbits, at that time commanding the U. S. S. *Arizona*, in not towing out the *Sachem*, requires investigation.

Acting Master Tibbits is now on board of the U. S. bark *Anderson* at Pensacola.

I also enclose a list of killed and those who died in prison belonging to the U. S. S. *Sachem*.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding Western Gulf Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

NEW ORLEANS, *March 4, 1865.*

SIR: Having just arrived from Texas, where I have been held a prisoner of war for the last eighteen months, I now beg leave to make the following report to you of the part taken by the U. S. S. *Sachem* (then under my command) in the attack made at Sabine Pass September 8, 1863.

I arrived off Sabine Pass on the evening of the 7th, and on the morning of the 8th was ordered by Acting Volunteer Lieutenant F. Crocker, of the U. S. S. *Clifton*, to cross the bar and anchor in the Texas channel abreast of the light-house. At noon the *Clifton*, *Arizona*, *Granite City*, together with several transports, had also crossed the bar, when all the commanding officers of the above-mentioned vessels met on board the transport steamer *Suffolk*, where an interview was held with General Franklin, commanding army forces there.

It was determined that General Weitzel and Captain Crocker should land for the purpose of selecting a suitable place where troops could be landed. This having been done, it was then agreed upon to make a joint attack by the army and navy at 4 o'clock p. m.

I received my orders from Captain Crocker to make ready to start up the Louisiana channel, the *Arizona* to follow, to keep up a steady fire on the fort, but to pass it if possible; then to proceed toward Sabine City, and if possible to capture a cotton-clad and two river steamers lying at the wharf; also to take on board 26 sharpshooters and a signal officer, to send all my spare boats alongside the transport *General Banks*, to be used by the army in landing. At 3:30 p. m. the *Clifton* made signal for up anchor, at the same time starting up the Texas channel. The *Sachem* was at once gotten underway and started up the Louisiana channel, the *Arizona* following, according to previous orders. When within easy range of the battery, opened my fire upon it, and soon a brisk engagement commenced, and was kept up until I had reached the upper end of the middle shoal, lying between the two channels. A shot from the battery struck my steam dome, killing and wounding from among the officers, crew, and the One hundred and sixty-first New York Regiment, acting as sharpshooters, 32 men.

I ordered the fire from the Parrott gun to be kept up, but the officer in charge informed me that nearly the whole gun crew had jumped overboard. The *Clifton*, who up to this time had kept within easy range of the battery, backing and going ahead, keeping up a steady fire all the time, now started under full headway up the channel. I dropped my anchor under foot, at the same time hailing the *Arizona*, who was but a short distance astern of me, to come and take my hawser, for the enemy had now turned every gun upon the *Clifton*. She at once stopped her engine and sent a boat alongside of me to know what I wanted. I sent word back by the coxswain to tell Captain Tibbits to come immediately alongside and take the end of my hawser and tow me out. But on the returning of the boat to the *Arizona* she at once commenced backing out. It was now discovered that the *Clifton* had got aground; I also discovered steam escaping from her boilers. I could therefore hope no longer to save my vessel, and for fear that after the enemy having taken possession of her would get springs on her, and thereby bring my 30-pounder Parrott gun to bear on our transport steamer, I ordered that gun to be spiked, lock and sight bar thrown overboard, the magazine flooded, signal book and spyglass destroyed, all which orders were fully carried out. It was now found that the *Clifton* had surrendered, the ship's flag having hauled down and a white flag was hoisted. I then hoisted a white flag, when the cotton-clad steamer *Uncle Ben* came alongside; an unconditional surrender demanded, which was complied with at 4:55 p. m.

My officers and men behaved well during the fight up to the time of the explosion taking place, which seemed to have such demoralizing effect upon the greater part of the crew that many of them deliberately jumped overboard.

Enclosed you will please find list of names of those killed and died from wounds received in action; also of those who have died in prison camps from other diseases.

I am, sir, very respectfully, your obedient servant,

AMOS JOHNSON,

Acting Volunteer Lieutenant, Commanding late U. S. S. Sachem.

H. K. THATCHER,

Acting Rear-Admiral, Western Gulf Blockading Squadron.

[Subenclosure.]

NEW ORLEANS, *March 4, 1865.*

SIR: The following are the names of the killed and those who died from wounds received during the action at Sabine Pass September 8, 1863, on board the U. S. S. *Sachem*:

John Fraser, second assistant engineer; John Monroe, third assistant engineer; John Williams, Peter Lee, George Houston, Henry Brown, Randell Smith, William Robinson, Richard Turner, John Sullivan, Thomas Ryan, — Glenn.

E. A. Larricus, paymaster's clerk, scalded, and since recovered. John McDonough, splinter wound, since recovered, but was reported by William E. Bridges, acting master's mate, as having been killed while a prisoner of war on the way from Shreveport, La., to Camp Ford, Texas, by a Confederate officer by the name of Harris, of Harrison's Louisiana Battalion, in the latter part of March, 1864.

The following are those who had died in prison camps:

John Imbush, died August 7, 1864, at Camp Ford; John Cary, died September 30, 1864, at Camp Ford; Thomas Malman, died November 5, 1864, at Camp Ford; William Sutter, died November 25, 1864, at Camp Ford; Charles Brown, died April 26, 1864.

John Thompson reported to have died at Shreveport, March 1, 1864.

Report of Rear-Admiral Farragut, U. S. Navy, transmitting proceedings of court of enquiry.

No. 47.]

U. S. FLAGSHIP HARTFORD,
Off Mobile, March 4, 1864.

SIR: I herewith forward the records of the proceedings of the court of enquiry held by your order in the cases of the *Arizona* and *Granite City*.

You will perceive that the statements of General Franklin and the other army officers go to show a want of proper consideration for the army transports, particularly on the part of the *Granite City*.

The evidence does not appear to be so strong against the *Arizona*, though the army officers testify that Acting Master Tibbits advised the transports to get over the bar as soon as possible, as the enemy's field batteries would be down on them in five minutes. It would appear also that at this time Acting Master Tibbits was himself trying to cross the bar, and was only prevented by his running on shore.

I would suggest that, though there is ground for a court-martial, yet to hold such court now would be attended with great inconvenience to the service; and, as General Banks with his army is about moving into the interior, it would be difficult, if not impossible, to procure the witnesses until the expedition is over, but I shall await your decision in the matter.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.
Hon. GIDEON WELLES,
Secretary of the Navy.

Order of Major-General Magruder, C. S. Army, to Colonel Sulakowski, C. S. Army, to fortify Sabine Pass.

HEADQUARTERS DISTRICT OF TEXAS, ETC.,
Near Millican, [Tex.], September 4, 1863.

COLONEL: I am directed by the major-general commanding to direct you to have Sabine Pass and its approaches fortified without the least delay, as it is expected that the enemy will make a demonstration at that point at an early day.

Respectfully, your obedient servant,

W. T. CARRINGTON,
Lieutenant and Acting Assistant Adjutant-General.

Colonel V. SULAKOWSKI,
Chief Engineer, District of Texas, etc.

Letter from Colonel Smith, C. S. Army, to Brigadier-General Luckett, C. S. Army, regarding the dispatching of troops to Sabine Pass.

BEAUMONT, TEX., *September 8, 1863.*

SIR: At 6 o'clock this morning I was notified by Captain [Richard V.] Cook, Company D; Griffin's battalion, that he had received a dispatch from Captain Odum, commanding at Sabine Pass, that nine Yankee vessels had arrived off the bar, two of them inside, within a mile of the fort. I have taken the responsibility of ordering all the troops at this post on board of the steamer *Roebuck*, which boat will immediately leave for the pass. The troops consist of 65 men from Cook's company and 15 from Bickley's company, and several volunteers. I am exceedingly sorry that Captain Cook did not let me know of this at the time he received the dispatch. I then could have had the troops there this morning. We have heard heavy firing for the last hour. The firing has now ceased. Captain [W. S.] Good and myself will start immediately on horseback, as we can get there three hours ahead of the steamer.

I am, sir, very respectfully,

LEON SMITH.

COMMANDING OFFICER EASTERN SUBDISTRICT OF TEXAS.

Report of Colonel Smith, C. S. Army, commanding Marine Department, Texas.

SABINE PASS, *September 8, 1863.*

SIR: After telegraphing the major-general this morning before leaving Beaumont, I took a horse and proceeded with all haste to Sabine, from which direction I could distinctly hear a heavy firing. At 3 p. m. I arrived at the Sabine Pass, and found the enemy off and inside the bar, with nineteen gunboats and steamships and three sloops of war, carrying, as well as I could judge, about 15,000 men. After learning the state of affairs, I proceeded with Captains [F. H.] Odum and [W. S.] Good to the fort, where I found Lieutenants [R. W.] Dowling and N. H. Smith, with 42 men, defending the fort. During the day, until 3 p. m., our guns were not opened on the enemy, as the range was too distant; the officers coolly holding their fire until

the enemy had approached near enough to reach them; but the enemy arriving within good range, our batteries were opened, and gallantly replied to a galling and most terrific fire from the enemy. As I entered the fort the gunboats *Clifton*, *Arizona*, *Sachem*, and *Granite City*, and several others came boldly up to within 1,000 yards, and opened their batteries, which were gallantly and effectively replied to by the Davis Guards, commanded by Captain Odium and Lieutenant Dowling. For one hour and a half a most terrific bombardment of grape, canister, and shell was directed upon our devoted, heroic little band within the fort. The shot struck in every direction, but, thanks be to God, not one of that noble Davis Guard was hurt.

Too much credit can not be rendered Captain Odium and his gallant lieutenant (Dowling), who displayed the utmost heroism in the discharge of the duty assigned him—the defense of the fort.

The Davis Guards, one and all, God bless them. The honor of the country was in their hands, and they nobly sustained it. Every man stood at his post, notwithstanding the murderous fire that was poured upon us from every direction.

In consequence of the small number of officers, Lieutenant N. H. Smith, of the Engineer Corps, was placed in command of two 32-pounders and displayed the utmost gallantry and ability in the discharge of that duty.

I would also mention the conduct of Captain [R. V.] Cook and 30 men of Company D, Griffin's battalion; Lieutenant [Joseph M.] Chasten, of Company F, and his men (Griffin's battalion), both of whom rushed immediately to the scene of danger, to participate in this gallant affair.

Lieutenant [Joseph O.] Cassidy and men, of Company B, [A. W.] Spaight's battalion, also behaved like soldiers of Texas—gallantly and nobly—their position being on board the steam gunboat *Uncle Ben*, which boat ran down to the *Sachem* and brought her into port.

I would also recommend the gallant conduct of Lieutenant [N. H.] Smith, of Company B, Spaight's battalion; also Lieutenant [Charles] Harris, of Captain [Andrew] Daly's company, his command acting as scouts and couriers.

I would also mention the energy displayed by Lieutenant-Colonel [L. A.] Abercrombie, of [H. M.] Elmore's regiment, stationed at Orange and Niblett's Bluff, in conjunction with Captain L. C. Irwin, of the Marine Department; Captain John Payne, commanding gunboats on Sabine River; Captain G. Hall, commanding gunboat *Uncle Ben*, in hastening forward reinforcements from Orange and Niblett's Bluff and coming themselves to participate in the defense of this post; also to Captain John Price, of the steamer *Florilda*, and his officers, who assisted in placing the reinforcements at disposal in time to effectually intimidate the enemy from further attack.

The result of this battle, which lasted from 3:30 till 5 p. m., is the capturing of the Steamer *Clifton*, carrying 8 guns, and the gunboat *Sachem*, carrying 5 guns; our prisoners numbering nearly 400, and the driving off outside the bar most of the enemy's fleet in a crippled condition, comprising 20 sail in all.

To-night we expect an attack, and we have distributed our little band in various quarters ready for the onset. I have the gunboat *Sachem* alongside the wharf and am taking off her guns. I shall go to the *Clifton* in half an hour, and as she is hard aground, I will

endeavor to save her guns, and will, at high tide in the morning, try and get her into the dock.

Killed and wounded of the 42 men, praises be to God, none on our side.

I have the honor to be, very respectfully, your obedient servant,

LEON SMITH,

Commanding Marine Department, Texas.

Captain EDMUND P. TURNER,

Assistant Adjutant-General.

Reports of Captain F. H. Odum, Cook's (Texas) artillery.

HEADQUARTERS,

Sabine Pass, September 8—7:30 a. m.

SIR: I have the honor to report that the enemy opened fire this morning at 6:30 o'clock from one of their steamers, and withdrew at 7:30 o'clock, after firing 26 shell. One shot struck the parapet, but did no material damage. One shell struck within the works, but no one hurt. The shell is believed to be an XI-inch shell. Their shots are all good, but doing no damage. I issued orders to Lieutenant [R. W.] Dowling, commanding Fort Griffin, to reserve his fire until the steamers were within range, and then to aim at their wheelhouses, so as to cripple them, which I believe will answer very well. Lieutenant Dowling is carrying out my orders strictly. The gunboat *Uncle Ben* will act according to circumstances. I have only three companies to keep the enemy at bay. I am under the impression they will try to take us by sea and land. There are six steamers within the bar, apparently holding a consultation. If possible I hope the commanding general will send troops here at once. I am determined to hold the pass, if possible. There are 21 vessels outside the bar.

Yours, very respectfully,

F. H. ODLUM,

Captain, Cook's Artillery, Commanding Sabine Pass.

Captain A. N. MILLS,

Assistant Adjutant-General.

HEADQUARTERS,

Sabine Pass, Tex., September 9, 1863.

SIR: I have the honor to report that on the 8th instant our fight commenced just below the old fort at 6:30 a. m. by the enemy's steamer *Clifton* opening fire upon us, giving us about twenty-six shot and shell, all within range and most of them falling close to the fort, one shell exploding within the fort and one striking the parapet on the south angle without doing material damage. They withdrew at 7:30 a. m. without receiving any reply from us.

At 11 o'clock ordered the gunboat *Uncle Ben* to steam down near the fort for the purpose of making a feint and showing the enemy she was all right. They honored her with three shots, which all passed over and clear of us, after which all remained quiet until about 3 p. m., when eight of the enemy's boats commenced moving up the Pass, four or five

of the foremost firing constantly on the fort with shot and shell, grape and canister, hailing them in and all around the fort. We retained our fire at the fort until the first three of them got within close and easy range, when we opened on them fast and heavy and waked them up with astonishment, as they afterward said, for they had taken our guns for wooden imitations from our holding fire so long. About the fifth shot took good effect in the boiler of the *Sachem*, the foremost of the fleet, blowing her up and silencing her. Next, and very soon after, the *Clifton* was served in the same way, and also silenced, and in the meantime the third was being badly peppered and crippled and began falling back, when the balance of the ascending fleet took warning and fright and all got back to the bar. The first two, hoisting a white flag, surrendered unconditionally.

We captured two steamers, carrying thirteen guns, of which the *Sachem* had five—one a 30-pounder rifled Parrot, an excellent gun, in fine order, and four 32-pounders. The *Sachem* is a propeller.

The *Clifton*, a regular steamship, carried eight guns, of which two are rifled 32-pounder Parrotts, two IX-inch Dahlgrens, and four 32-pounder smoothbores, all in good order. Besides these we captured a quantity of small arms of different kinds, together with a large lot of ammunition and naval stores of various descriptions, and also a good store of provisions and medicines.

Neither of the vessels are materially damaged, and can be easily repaired, and each is worth over \$500,000 apiece. We have them both safe and anchored at the Pass. The crews on both vessels number about 180, of whom about 18 were killed, several wounded, and the balance prisoners.

Our loss was, strictly and positively, nobody hurt. Not a single man received even a scratch, and the fort but very slightly injured, and the contents entirely uninjured.

On the whole, it is a glorious and honorable little affair, considering the very small handful of men then at the post and the powerful and formidable appearance of the enemy. The men are in high spirits and elated with the result, and eager for another attack. It does really seem that Providence has kindly favored us in this affair.

I don't think it amiss here to add that the glory and honor, with the sanction of God, in this little victory is ascribed not only by me, but by all that witnessed it, entirely and exclusively to the Davis Guards, in command of First Lieutenant R. W. Dowling, commanding the battery, assisted by Lieutenant [N. H.] Smith, of the engineering department, who volunteered his services for the occasion, the company being short of commissioned officers. They all acted nobly and bravely and acquitted themselves with honor.

Captains [R. V.] Cook's and [Charles] Bickley's companies, of Griffin's battalion, arrived just in time to assist in bringing in the vessels and prisoners. The three companies of Elmore's regiment, under command of Lieutenant-Colonel [L. A.] Abercrombie, unfortunately did not arrive in time to participate in the engagement.

I have the honor to be, your most obedient servant,

F. H. ODLUM,

Captain, Cook's Artillery, Commanding Sabine Pass.

Captain A. N. MILLS,

Assistant Adjutant-General.

Report of Lieutenant Dowling, Cook's (Texas) Artillery.

FORT GRIFFIN,
Sabine Pass, September 9, 1863.

CAPTAIN: On Monday morning, about 2 o'clock, the sentinel informed me the enemy were signaling, and, fearing an attack, I ordered all the guns at the fort manned and remained in that position until daylight, at which time there were two steamers evidently sounding for the channel on the bar; a large frigate outside. They remained all day at work, but during the evening were reinforced to the number of twenty-two vessels of different classes.

On the morning of the 8th, the U. S. gunboat *Clifton* anchored opposite the light-house, and fired twenty-six shells at the fort, most of which passed a little over or fell short; all, however, in excellent range, one shell being landed on the works and another striking the south angle of the fort, without doing any material damage. The firing commenced at 6:30 o'clock and finished at 7:30 o'clock by the gunboat hauling off. During this time we had not replied by a single shot. All was then quiet until 11 o'clock, at which time the gunboat *Uncle Ben* steamed down near the fort. The U. S. gunboat *Sachem* opened on her with a 30-pounder Parrott gun. She fired three shots, but without effect, the shots all passing over the forts and missing the *Ben*. The whole fleet then drew off, and remained out of range until 3:40 o'clock, when the *Sachem* and *Arizona* steamed into line up the Louisiana channel, the *Clifton* and one boat, name unknown, remaining at the junction of the two channels. I allowed the two former boats to approach within 1,200 yards, when I opened fire with the whole of my battery on the foremost boat (the *Sachem*), which, after the third or fourth round, hoisted the white flag, one of the shots passing through her steam drum. The *Clifton*, in the meantime, had attempted to pass up through the Texas channel, but, receiving a shot which carried away her tiller rope, she became unmanageable, and grounded about 500 yards below the fort, which enabled me to concentrate all my guns on her, which were six in number—two 32-pounder smoothbores, two 24-pounder smoothbores, two 32-pounder howitzers. She withstood our fire some twenty-five or thirty-five minutes, when she also hoisted a white flag. During the time she was aground she used grape, and her sharpshooters poured an incessant shower of Minié balls into the works. The fight lasted from the time I fired the first gun until the boats surrendered; that was about three-quarters of an hour. I immediately boarded the captured *Clifton*, and proceeded to inspect her magazines, accompanied by one of the ship's officers, and discovered it safe and well stocked with ordnance stores. I did not visit the magazine of the *Sachem*, in consequence of not having any small boats to board her with. The C. S. gunboat *Uncle Ben* steamed down to the *Sachem* and towed her into the wharf. Her magazine was destroyed by the enemy flooding it.

During the engagement I was nobly and gallantly assisted by Lieutenant N. H. Smith, of the Engineer Corps, who, by his coolness and bravery, won the respect and admiration of the whole command. This officer deserves well of his country.

To Assistant Surgeon George H. Bailey I am under many obligations, who, having nothing to do in his own line, nobly pulled off his coat and assisted in administering Magruder pills to the enemy, and behaved with great coolness.

During the engagement the works were visited by Captain F. H. Odlum, commanding post; Major [Colonel] Leon Smith, commanding Marine Department of Texas.

Captain W. S. Good, ordnance officer, and Dr. Murray, acting assistant surgeon, behaved with great coolness and gallantry, and by them I was enabled to send for reinforcements, as the men were becoming exhausted by the rapidity of our fire, but before they could accomplish their mission the enemy surrendered.

Thus it will be seen we captured with 47 men two gunboats, mounting thirteen guns of the heaviest caliber, and about 350 prisoners. All my men behaved like heroes; not a man flinched from his post. Our motto was "Victory or death."

I beg leave to make particular mention of Private Michael McKernan, who, from his well-known capacity as gunner, I assigned as gunner to one of the guns, and nobly did he do his duty. It was his shot struck the *Sachem* in her steam drum.

Too much praise can not be awarded to Major [Colonel] Leon Smith for his activity and energy in saving and bringing the vessels into port.

I have the honor, captain, to remain, with great respect, your most obedient servant,

R. W. DOWLING,

First Lieut., Comdg. Co. F, Cook's Art., Fort Griffin, Sabine Pass.

Captain F. H. ODLUM,
Commanding Post.

Letter from Major-General Magruder, C. S. Army, to Brigadier-General Luckett, C. S. Army, giving information from confidential instructions of Commodore Bell, U. S. Navy.

BEAUMONT, TEX., *September 10, 1863.*

I have received the confidential instructions of Commodore Bell to the commander of the gunboats, from which it appears that the landing of the enemy (about 15,000 strong) depends upon the success of three light-draft gunboats, all that could be spared from New Orleans. One of these being crippled and two taken, my opinion is that he has retired to New Orleans to refit. Planters ought to move their negroes and mules from the coast.

J. BANKHEAD MAGRUDER,
Major-General, Commanding.

Brigadier-General LUCKETT,
Houston, Tex.

Reports of Major-General Magruder, C. S. Army, commanding District of Texas, New Mexico, and Arizona.

BEAUMONT, [TEX.], *September 10, 1863.*

SIR: I have the honor to announce a second brilliant victory over the enemy's fleet, gained at Sabine Pass on the evening of the 8th instant, resulting in the capture of two fine gunboats, the *Clifton* and the *Sachem*, with a full supply of ordnance stores, eighteen heavy guns, 200 prisoners, among them Commander Frederick Crocker, commanding the expedition, the loss of the enemy being over 50 killed and wounded, while on our side not a man was hurt.

This gallant achievement was won by the little garrison at Fort Grigsby [Griffin?] (44 men), commanded by Lieutenant R. W. Dowling, supported by a small force, the whole under command of Captain F. H. Odium. Though attacked by five of the enemy's gunboats, the little fort, mounting but three guns of small caliber, maintained its fire until the two gunboats mentioned were forced to surrender, while the other fled over the bar (one of them being badly crippled) to join the discomfited fleet of twenty-two more vessels which witnessed the contest.

This victory, even in the face of a formidable expedition which still threatens the coast, is announced with the more satisfaction from the fact that the two vessels captured were among those which disgracefully fled under a flag of truce from the scene of triumph of Texan valor at Galveston in January last.

J. BANKHEAD MAGRUDER,
Major-General, Comdg. Dist. of Texas, New Mexico, and Arizona.
Brigadier-General [W.] R. Boggs,
Chief of Staff.

HEADQUARTERS DISTRICT OF TEXAS, ETC.,
Beaumont, Tex., September 10, 1863.

SIR: I have the honor to state that the enemy has withdrawn and disappeared from Sabine Pass.

It is supposed that the expedition, estimated at 15,000 men, commanded, as it is represented by the Federal prisoners, by Major-General Franklin in person, has gone up the Calcasieu. * * *

The fort at the mouth of the Pass was defended by only 40 men. Lieutenant Dowling, of Cook's regiment of artillery, commanded the fort, and Captain Odium, of the same company, commanded the post. This small force, in the presence of a fleet of 15,000 of the enemy, drove off 1 gunboat, captured 2 others, 13 pieces of cannon, and 340 prisoners, who are now here.

This seems to me to be the most extraordinary feat of the war, and I beg that the lieutenant-general commanding will notice the conduct of Captain Odium, Lieutenant Dowling, commanding, and men of the Davis Guards.

Commodore Leon Smith and Captain W. S. Good, of the ordnance department, arrived at the fort during the engagement, passing through the enemy's fire to reach it. Both deserve great credit for their gallantry.

Commodore Leon Smith, seizing the flag, stood with it upon the ramparts and stimulated the men by his example and words.

I can not too highly commend this sensible, heroic, and useful officer to the commander in chief, nor speak too highly of the services of Captain Good, who not only manufactures projectiles and ammunition of all kinds, but also is casting excellent brass cannon. This district could do little or nothing without him.

* * * * *

I have the honor to be, very respectfully, your obedient servant,
J. BANKHEAD MAGRUDER,
Major-General, Commanding.

Brigadier-General W. R. Boggs,
Chief of Staff.

HDQRS. DISTRICT OF TEXAS, NEW MEXICO, AND ARIZONA,
Sabine Pass, Tex., September 27, 1863.

GENERAL: A fleet of twenty-two steam transports, largest size, with five war steamers, attempted to pass into this river on the 8th instant. The number of troops is estimated by the coolest men and stated by prisoners to be 15,000 picked men, mostly of Grant's army. The transports could not pass unless the war steamers reduced our fort of six 32-pounder guns.

Lieutenant [R. W.] Dowling, in immediate command of the fort, directed his men not to return the fire of the enemy, as our guns were of short range.

The enemy at length approached with his war steamers, four in number, backed by the whole fleet of transports, to a point well within our range, when Lieutenant Dowling, of the Davis Guards, opened upon the advanced ships of war, and in some thirty-five minutes two surrendered, with over 300 prisoners, and another left in a crippled condition. The fleet then backed out and sailed east.

* * * * *

I arrived the day after at Beaumont, a strategic point, with a portion of the troops from the interior and have since concentrated 2,500 men here and greatly strengthened the works at this place. I expect their return soon with ironclads, and hope to be prepared to meet them successfully. Had they got in they would have proceeded at once to Niblett's Bluff, cut us off from Major-General Taylor, and probably advanced on Houston. Now it will be more difficult. The prisoners all stated that they were bound for Houston and will yet get there. I trust, however, my dispositions of the available forces under my command will thwart them, although very small in number.

I am, general, very respectfully, your obedient servant,

J. BANKHEAD MAGRUDER,

Major-General, Commanding.

General S. COOPER,

Adjutant and Inspector-General, Richmond, Va.

Thanks of the Confederate Congress to Captain Odum, Lieutenant Dowling, and the men under their command.

Resolved, That the thanks of Congress are eminently due, and are hereby cordially given, to Captain Odum, Lieutenant Richard W. Dowling, and the 41 men composing the Davis Guards, under their command, for their daring, gallant, and successful defense of Sabine Pass, Tex., against the attack made by the enemy on the 8th of September last, with a fleet of five gunboats and twenty-two transports, carrying a land force of 15,000 men.

Resolved, That this defense, resulting, under the Providence of God, in the defeat of the enemy, the capture of two gunboats, with more than 300 prisoners, including the commander of the fleet; the crippling of a third gunboat, the dispersion of the transports, and preventing the invasion of Texas, constitutes, in the opinion of Congress, one of the most brilliant and heroic achievements in the history of this war, and entitles the Davis Guards to the gratitude and admiration of their country.

Resolved, That the President be requested to communicate the foregoing resolutions to Captain Odium, Lieutenant Dowling, and the men under their command.

Approved, February 8, 1864.

Report of Commander Woolsey, U. S. Navy, regarding the statement of the commanding officer of H. I. M. S. Milan.

U. S. S. PRINCESS ROYAL,
New Orleans, September 8, 1863.

SIR: I respectfully report to you that, while at Rio Grande, I requested Acting Volunteer Lieutenant Hill, commanding the U. S. bark *Anderson*, to visit the commander of the French steam brig of war *Milan*, then lying in Mexican waters. He did so, and the visit was returned on the 23d ultimo. In the course of the conversation the commander of the *Milan* remarked that this trade would soon be broken up, as the French would take possession of the entire coast up to the Rio Grande.

Respectfully, sir, your obedient servant,

M. B. WOOLSEY,
Commander.

Commodore HENRY H. BELL,
Comdg. West Gulf Blockading Squadron, New Orleans.

Order of Commodore Bell, U. S. Navy, to Captain Macomb, U. S. Navy, commanding U. S. S. Genesee, for vigilant lookout for sloop fitted out at Mobile.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, September 8, 1863.

SIR: You will please direct that a special lookout be kept for small vessels navigating the [Mississippi] Sound day and night. I enclose herewith an extract from a communication made me by the provost-marshal, which explains the character of one or more of the small craft which may be plying those waters. They are dangerous from the number of men whom they keep concealed. Extract: "A piratical sloop has been fitted out at or near Mobile, commanded by one Captain Cavanagh; she has sails and sweeps and carries 30 men armed with cutlasses and muskets. All but four or five men are usually concealed. She is intended to seize schooners and transports. Three days ago she was at Biloxi and offered to bring certain persons to Bay St. Louis."

I incline to think there is something in this, as Mr. Eddy, who is collecting timber on Horn Island, spoke about such a craft. If she cruises there with impunity, we shall hear of her next off the Passes. Have her searched for.

I am, very respectfully,

H. H. BELL,
Commodore.

Captain W. H. MACOMB,
U. S. S. *Genesee*, Ship Island.

Order of Commodore Bell, U. S. Navy, to Captain Goldsborough, U. S. Navy, regarding vessels for service on the Mobile blockade.

U. S. S. PENSACOLA,
Off New Orleans, September 8, 1863.

SIR: I send you the steamer *Gertrude*, Acting Master W. K. Cressy, for offshore cruising, and hope you will keep her steadily to the southward and eastward about 80 miles.

The *Albatross* will be ready this week and will join you then. She is very fast. She has no mainmast; one is being made for her at Pensacola, but don't think of exposing her to the fever there; keep her with you or cruising, as you deem best.

When you consider all safe from attacks at Ship Island, and you should want force outside, take the *Genesee*, which was sent into the [Mississippi] Sound on temporary service, the general apprehending an attack there.

I am, very respectfully,

H. H. BELL,
Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Captain JOHN R. GOLDSBOROUGH,
U. S. S. Colorado, Commanding Blockade off Mobile.

Order of the Acting Secretary of the Navy to Acting Volunteer Lieutenant Cate, U. S. Navy, commanding U. S. S. Arkansas, at New York.

NAVY DEPARTMENT, September 9, 1863.

SIR: As soon as the U. S. S. *Arkansas* has her ordnance stores on board and is otherwise ready for sea, proceed with her to New Orleans and report to Commodore H. H. Bell for duty as a supply, dispatch, and transport vessel for the Western Gulf Blockading Squadron.

Very respectfully, etc.,

G. V. Fox,
Acting Secretary of the Navy.

Actg. Vol. Lieut. DAVID CATE, U. S. Navy,
Commanding U. S. S. Arkansas, New York.

Order of Captain Gillis, U. S. Navy, to Commander Mullany, U. S. Navy, commanding U. S. S. Bienville, to proceed to duty on completion of repairs.

U. S. STEAM SLOOP OSSIPEE,
Off Galveston, Tex., September 10, 1863.

SIR: When the boilers of the *Bienville* are repaired you will please proceed to execute the orders received from Commodore H. H. Bell, and en route say to Commander Rolando, cruising off the Rio Grande, that I wish him to bring the *Seminole* to this anchorage, looking in at San Luis Pass as he comes up.

Very respectfully, your obedient servant,

JNO. P. GILLIS,
Captain and Senior Officer off Galveston, Tex.

Commander J. R. M. MULLANY,
U. S. S. Bienville, off Galveston, Tex.

SEPTEMBER 14, 1863.

P. S.—Please say to the officer commanding the different vessels you fall in with belonging to this division that their men are not to go on board supply vessels. The officer of the boat can have passed out such things as are needed, fresh beef included, there being danger from contagious diseases at this season.

The *Seminole* will proceed without delay to anchorage off Sabine Pass, and on her arrival there Commander Rolando will dispatch the supply steamer *Circassian* to the anchorage off Galveston.

It is doubtful whether, under the present condition of affairs, you should go to Tampico, and unless you learn of greater necessity of which you may hear en route, would recommend you to return here.

Very respectfully, your obedient servant,

JNO. P. GILLIS,

Captain and Senior Officer,

2d Div. W. Gulf Blockading Squadron, off Galveston, Tex.

Commander J. R. M. MULLANY,

U. S. S. Bienville.

NOTE.—Upon reading the above orders I asked Captain Gillis what construction I should put upon the paragraph which advises my return off Galveston without visiting Tampico, and was informed that it was to be considered as an order.

J. R. M. MULLANY.

Report of Commander Mullany, U. S. Navy, commanding U. S. S. Bienville, regarding the execution of order to proceed to Sabine Pass.

U. S. S. BIENVILLE,

Off Galveston, Tex., September 10, 1863.

SIR: In obedience to your orders of the 9th instant, I proceeded to Sabine Pass with this ship for the purpose of aiding the naval vessels and transports which were supposed to be on shore on the bar.

On my arrival, learning that the army transports having General Franklin's command on board had sailed for the South West Pass and that the naval vessels were all afloat, I deemed my presence unnecessary. I therefore dispatched the *Owasco* to New Orleans and returned to this station with the *Bienville*.

Agreeably to your directions, Lieutenant-Commander Dana will detain the *Arizona* and *Granite City* to aid him in keeping up the blockade until further orders.

Very respectfully, your obedient servant,

J. R. M. MULLANY,

Commander.

Captain JOHN P. GILLIS,

Senior Officer, Commanding off Coast of Texas.

Order of Commodore Bell, U. S. Navy, to Lieutenant-Commander Franklin, U. S. Navy, regarding transfer of command.

U. S. STEAM SLOOP PENSACOLA,

New Orleans, September 10, 1863.

SIR: Commander Sartori having been ordered to the command of the U. S. steam sloop *Oneida*, you will please turn over the command

of that vessel to him and proceed to New Orleans by the first public conveyance and assume the command of the U. S. ship *Portsmouth*.

I am, very respectfully,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Lieutenant-Commander SAMUEL R. FRANKLIN,

U. S. S. Oneida.

Order of Commodore Bell, U. S. Navy, to Captain Sartori, U. S. Navy, commanding U. S. S. Monongahela, regarding transfer of command.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, September 10, 1863.

SIR: Captain James H. Strong having been appointed by the Navy Department to the command of the U. S. steam sloop *Monongahela*, you will turn over the command of that vessel to him and assume the command of the U. S. steam sloop *Oneida*.

I am, very respectfully,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Captain LEWIS C. SARTORI,

U. S. S. Monongahela.

Order of Commodore Bell, U. S. Navy, to Captain Gillis, U. S. Navy, to furnish information regarding the captured U. S. steamers Clifton and Sachem.

U. S. S. PENSACOLA,
Off New Orleans, September 11, 1863.

DEAR CAPTAIN: The *Circassian* will leave for your coast about 8 a. m. I hope you will help yourselves bountifully to potatoes and fresh beef without being restricted.

Be good enough to instruct the *Kittatinny* and *Bohio* not to cruise too close to the coast, unless they have good breezes, for fear of the rebels sending out steamers to attack them, which they are likely to do, encouraged by their late great success at Sabine and former successes.

General Banks sent me a note last night informing me of the capture of the *Clifton* and *Sachem* simply. I don't know whether they are available to the enemy or whether they are firmly aground or wrecks. He said nothing about the expedition. In fine, I am wholly in the dark. I shall see him after breakfast, but then the *Circassian* will be gone.

Please send me such information as you possess as to the condition of the *Clifton* and *Sachem*. If they are available, I must send a stronger force to Sabine. I am aware that you can spare nothing from Galveston. Feeling secure of victory at Sabine, I meant to have strengthened you from that quarter.

If the *Clifton* can come out, send to the Rio Grande for Commander Rolando to go immediately in the *Seminole* to Sabine Pass on blockade. The *Circassian* will take your order. If you are in doubt as to the efficiency of the *Clifton*, order up the *Seminole*. The yellow fever is

in the *Colorado*, but is being subdued, I believe. God grant us this mercy. No other vessel is infected. Please be careful how you receive persons on board from prize vessels or shore.

I am, yours, very truly,

H. H. BELL,
Commodore, Commanding.

Captain JOHN P. GILLIS,
U. S. S. Ossipee, Comdg. U. S. Naval Forces off Coast of Texas.

Letter from Commodore Bell, U. S. Navy, to Commander Townsend, U. S. Navy, commanding U. S. S. Essex, regarding supplies for that vessel.

U. S. S. PENSACOLA,
Off New Orleans, September 11, 1863.

DEAR SIR: Your note of the 8th instant was handed to me this morning by Acting Master Parker, and your requisitions signed. I must necessarily trust to your judgment as to the necessities of the *Essex* or of any other vessels belonging to the fleet of Admiral Porter requesting supplies from this quarter. Articles of every kind are extraordinarily scarce and expensive.

I am happy to learn of any improvements on the *Essex*, even though they be not on her speed.

It is probable that she and the other ironclads on the up river will be required below, as there appears to be no immediate demand for them in the fresh-water streams.

Please accept my cordial thanks for the kind expressions contained in your several notes, which I am sorry I have not had an opportunity to answer before.

I am, most respectfully and sincerely, yours,

H. H. BELL,
Commodore.

Commander ROBERT TOWNSEND,
U. S. Ironclad Steamer Essex, off Donaldsonville, La.

Seizure of the British steamer Sir William Peel, September 11, 1863.

Report of Commodore Bell, U. S. Navy, commanding West Gulf Blockading Squadron.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, September 17, 1863.

SIR: The British merchant steamer *Sir William Peel* has been seized with 1,000 bales of cotton on board, off the Rio Grande, by Commander Rolando, of the *Seminole*, and sent into this port. She is in quarantine leaking badly.

Commander Woolsey, who was off the Rio Grande in the *Princess Royal*, describes the *Sir William Peel* as an old Lisbon packet, broken-backed, and being very different from the formidable craft described in the consular extracts.

I have the honor to be your obedient servant,

H. H. BELL,
Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Commander Bolando, U. S. Navy, commanding U. S. S. *Seminole*, made to the Department.

U. S. S. SEMINOLE,
Off Rio Grande, September 11, 1863.

SIR: I have the honor to inform the Department that I have seized the English steamer *Sir William Peel* on entirely circumstantial evidence. One of the reasons for seizing her is that she has cotton on board, which I believe to be the property of the Confederate States and being shipped here by Confederate agents to England or other ports; and I feel assured that the vessel herself is the property of the Confederates.

The *Peel* lay in American waters and from thence discharged a cargo of contraband articles, which can be proved by the following persons: The American consul can furnish testimony as to the cargo landed from the *Peel*.

Captain Thompson, in command of the *Elf*, of Philadelphia, can prove that the *Peel* was employed fitting gun carriages; Captain Clark, of the *Mary Bently*, of New York, can prove that contraband articles have been landed on American soil.

Robert Clark, of the *Mary Bently*, can prove landing machinery and blankets. The cargo was received on Mexican soil and sent, I suppose, to Texas. I have heard that on the arrival of our cruisers, she was lying in American waters. I would long since have taken her, but for want of sufficient evidence, and I would not have seized her as I have, were it not the fact that the *Seminole* is so extremely dull as a sailer that if I had allowed the *Peel* to start, I could never have expected to overtake her; so, rather than risk the chance of her escaping, I determined to seize her, which I did.

If the *Peel* had escaped, we should have had another Confederate cruiser on the high seas, second to none that are there, as she was built for a man-of-war and nearly 300 feet in length (having been originally intended for the Brazilian Government), and is in all her strengthenings and machinery adapted for one. Her engines are below the water line and her capacity for coal very great. With this view of the future injury that this ship might have done our commerce, I determined not to give her a chance to escape, but seize her, with the hope that her qualities may be put to a better use than destroying the commerce of my country.

The condemning of the vessel will rest pretty much in the hands of the Government, as it will be necessary to obtain witnesses from Matamoras and the Rio Grande as to who are the real owners of the cotton on board the steamer, and the owners of the vessel, which facts can be ascertained by Mr. Pierce, the U. S. consul at Matamoras.

I have seized the *Peel* because she would have become a Confederate privateer, and also because she has landed contraband of war—machinery and blankets—in Mexico, and transferred the same to Texas.

I feel that I have assumed a great responsibility in making this capture, but I hope that the Department will sustain me in the course I have pursued. Another reason in connection with the seizure of the *Peel* is that I firmly believe she has on board guns and munitions of war intended to be used to convert her into a privateer.

The captain of the *Peel* is reported to have said in Matamoras that he was commanding a Confederate privateer.

On board the *Peel* when I seized her I found about 150 axles for field artillery; also several casks of iron rings for artillery harness, and on deck were two guns. Below and under her cotton, which I did not break out, I have not the slightest doubt will be found more contraband of war and sufficient to further sustain the course I have pursued in seizing this vessel.

Very respectfully, your obedient servant,

H. ROLANDO,
Commander, U. S. Navy.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Rolando, U. S. Navy, commanding U. S. S. Seminole, made to Commodore Bell, U. S. Navy.

U. S. S. SEMINOLE,
Off Rio Grande, September 11, 1863.

SIR: I have the honor to inform you that I have this day seized the English steamer *Sir William Peel*, on entirely circumstantial evidence.

One of the reasons for seizing her is that she has cotton on board, which I believe to be the property of the Confederate States, and being shipped here by Confederate agents to England or other ports, and I feel assured that the vessel herself is the property of the Confederates.

The *Peel* lay in American waters and from thence discharged a cargo of contraband articles, which can be proved by the following persons:

The American consul can furnish testimony as to the cargo landed from the *Peel*.

Captain Thompson, in command of the *Elf*, of Philadelphia, can prove that the *Peel* was employed fitting gun carriages.

Captain Clark, of the *Mary Bently*, of New York, can prove that contraband articles have been landed on American soil. Robert Clark, his son, whom I send by the *Sir William Peel* to New Orleans as a witness, can also substantiate the charge of landing contraband of war, machinery, and blankets. The cargo was received on Mexican soil and sent, I suppose, to Texas. I have heard that on the arrival of our cruisers she was lying in American waters. I would long since have taken her, but for want of sufficient evidence. If the *Peel* had escaped we should have had another Confederate privateer on the high seas. Her engines are below the water line and her capacity for coal very great.

The condemning of the vessel will rest pretty much in the hands of the Government, as it will be necessary to obtain witnesses from Matamoras and the Rio Grande as to who are the real owners of the cotton on board the steamer and the real owners of the vessel, which facts can be ascertained by Mr. Pierce, the U. S. consul at Matamoras.

The captain of the *Peel* is reported to have said in Matamoras that he was in command of a Confederate privateer.

On board the *Peel*, when I seized her, I found about 150 axles for field artillery, also several casks of iron rings for artillery harness, and on deck were two guns. Below and under the cotton, which I did not break out, I have not the slightest doubt, will be found more contrabands of war and sufficient to further sustain the course I have pursued in seizing this vessel.

I send the *Sir William Peel* to New Orleans in charge of Acting Ensigns M. H. Karlowski and H. Crosby, accompanied by Acting Master's Mate J. P. Knowles, Acting Second Assistant Engineer Robert G. Pope, and Acting Third Assistant Engineer H. M. Quig [and prize crew of 14 men].

I would suggest that these men may be sent back as soon as possible, as the ship is now short of hands.

I would also request that Robert Clark, whom I send in the *Peel* as a witness, will be detained on board the *Pensacola* during the time that he stays in New Orleans, as he is entirely without means to support himself. I have taken him from his father's ship as an important witness in this case, and on whose evidence will depend to a great degree the condemnation of the vessel. I therefore request that the commanding officer will see that he is properly cared for, as his services will be extremely important on the trial.

Your obedient servant,

H. ROLANDO,
Commander, U. S. Navy.

Commodore H. H. BELL,
Comdg. Western Gulf Blockdg. Squadron pro tem., New Orleans.

Report of Commander Rolando, U. S. Navy, commanding U. S. S. Seminole, introducing Thomas C. Haggart, as a witness.

U. S. S. SEMINOLE,
Sabine Pass, September 18, 1863.

SIR: This letter will be handed to you by Mr. Thomas C. Haggart, who is, as you will see by the copy of a letter which he wrote to me, a most important witness in the case of the *Sir William Peel*.

I would request that when his evidence has been received, he will be allowed to return to Matamoras (of which place he is resident) in the first vessel which leaves for that port, as he goes to New Orleans only as a witness.

By returning to Matamoras and acting in concert with the American consul at that place, he may collect more evidence to assist in condemning the *Sir William Peel*.

I send also to New Orleans, by the steamer *Circassian*, 42 prisoners, who composed the crew of the *Sir William Peel*, together with one Rhode Island soldier, who has escaped from a rebel prison and given himself up on board this ship.

I enclose to you some dispatches for the Secretary of the Navy, which I would request you to forward. In consequence of illness, a medical survey has been held on Acting Third Assistant Engineer Charles S. Dudley, the result of which I enclose. I send Mr. Dudley north in the *Circassian*.

Your obedient servant,

H. ROLANDO,
Commander, U. S. Navy.

Commodore H. H. BELL,
Comdg. West Gulf Blockdg. Squadron pro tem., New Orleans.

[Enclosure.]

ON BOARD U. S. GUNBOAT SEMINOLE,
September 17, 1863.

SIR: In relation to the steamship *Sir William Peel*, consigned to Hale & Co., Matamoras, Mexico, I will state all that I know of her at present: First, as to her position when taken or her bearing with the channel of the Rio Grande. Second, as to her consignees and their relations with the so-called Confederacy; and lastly, the general impression as to the character and disposition to be made of this vessel (the *Sir William Peel*).

The channel of the Rio Grande then bore to the south of west, enough so to make her doubtlessly in American waters. This was her position on September 2, 1863, nine days prior to her capture. It is not probable she changed her position during that time, as the weather is generally good and water smooth at this season of the year.

Her consignees, Messrs. James Hale & Co., of Matamoras, are merchants, doing business both in Matamoras and Brownsville, Tex. Hale & Co. are and have been contracting with the so-called Confederacy since the commencement of the war, and are agents also for Confederate officials now commanding the rebel forces in western Texas, and are furnishing these forces with supplies. About the time of the arrival of said steamer the impressment of cotton took place at Brownsville, by military authority, for the purpose of delivering to said agents cotton sufficient to pay for the cargo then in the *Sir William Peel*, which comprised arms and munitions of war, as I was informed by an adjutant and quartermaster's clerk, then at the post of Brownsville, who informed me they were much in want of arms and such goods as comprised the cargo of said *Sir William Peel*. She was then discharged and immediately commenced receiving cotton from her agents, who at present have a house both in Matamoras and Brownsville.

The general impression as to the character of said vessel was bad, as it was generally understood that both vessel and cargo were to be purchased, the vessel to become a privateer, as she had guns and men enough to commence operations after clearing from Matamoras, as I was informed. She was lined and had double decks, which contained her armament. She was regarded with suspicion, and it was understood, in case of any difficulty, she possessed caliber sufficient to carry her through and carry out the designs of the Southern Gunboat Association, whose agents at this port contribute largely to the fund by supplying cotton to English speculators.

THOMAS C. HAGGART.

Commander H. ROLANDO,
Commanding Gunboat Seminole.

Report of Commander Rolando, U. S. Navy, transmitting copies of correspondence with the commanding officer of H. B. M. S. *Pylades*.

U. S. S. SEMINOLE,
Sabine Pass, September 18, 1863.

SIR: I have the honor to forward to you copies of correspondence between Captain Hood, of H. B. M. S. *Pylades*, and myself, in connection with the seizure of the *Sir William Peel*.

I would respectfully request the Department to send me a copy of my communication of the 12th instant, relating to the seizure of the *Sir William Peel*, as by some accident the original has been mislaid.

Very respectfully, your obedient servant,

H. ROLANDO,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

H. B. M. S. PYLADES,
Off Rio Grande, September 15, 1863.

SIR: On my arrival off the Rio Grande this morning, I was informed that on the 11th of September the British steamer *Sir William Peel* was captured by the United States vessel of war under your command.

I am informed that at the time of the capture the *Sir William Peel* was laying in Mexican waters, which she certainly was when I last visited the Rio Grande, during the latter part of July.

On referring to a copy of the explicit instructions which have been issued by the Government of the United States to officers commanding United States cruisers, I find, first, it is distinctly stated that under no circumstances will they seize any foreign vessel within the waters of a friendly nation.

Mexico being on friendly terms with the United States, this capture of the *Sir William Peel*, if it took place in Mexican waters (as I am informed it did), is decidedly in direct opposition to the instructions issued to officers commanding United States cruisers by the Government of the United States.

Secondly. I find in the same copy of instructions that no vessel is to be seized without a search carefully made, so far as to render it reasonable to believe that she is engaged in carrying contraband of war to the insurgents or their ports, and if it shall appear that she is actually bound and passing from one friendly or so-called neutral port to another and not bound or proceeding to or from a port in the possession of the insurgents, then she can not be lawfully seized.

I am therefore led to conclude that when the *Sir William Peel* was searched some direct evidence must have been obtained, either as to her having contraband of war on board, or that she was engaged in carrying contraband of war to the insurgents or their ports, otherwise her capture would have been in direct opposition to the instructions issued by the Government of the United States to the officers commanding United States cruisers.

I must remark that when I visited this anchorage in June, and again in the latter part of July, on each of which occasions I remained for a week, the *Sir William Peel* was laying in Mexican waters, and as no United States vessel of war was present on either occasion it is probable that if she had contraband of war on board advantage would have been taken of their absence to land it.

I am informed that at the time of her capture she was taking in a cargo of cotton, and had already 900 bales on board. This again does not give me the impression that her cargo was destined for a Confederate port.

It being my duty to acquaint Vice-Admiral Sir Alexander Milne, commander in chief of the British naval forces on the North American and West India station, immediately of this capture, I have the honor

to request you will be pleased to acquaint me with your reasons for taking possession of the British steamer *Sir William Peel* and detaining her crew as prisoners of war on board the United States vessel under your command.

I have the honor to be, sir, your obedient servant,

A. W. A. HOOD,

Captain and Senior Officer Present off the Rio Grande.

THE OFFICER COMMANDING UNITED STATES SHIP OF WAR.

U. S. S. SEMINOLE,

Off Rio Grande, September 15, 1863.

SIR: I have the honor of acknowledging the receipt of your dispatch of the 15th instant, in which you request I will please acquaint you with the reason for taking possession of the British steamer *Sir William Peel* and detaining her crew as prisoners of war on board the vessel under my command.

I have to state that I seized her in American waters, from whence she had landed contraband of war, and at the time of her seizure had the same on board.

She has been sent to New Orleans, where the prize courts and authorities will take cognizance of and investigate the justice of the seizure.

In connection with your request for the reasons of her seizure, I would state to you that she is in every way fitted and framed for a rebel privateer, and for such, I have every reason to think, she was intended. My duty to the Government of the United States demanded I should seize her and prevent, in time, her aggressions on American commerce, as we have already before our eyes the examples of the *Alabama*, the *Florida*, and the *Georgia*.

I have the honor to be, sir, your obedient servant,

H. ROLANDO,

Commander, U. S. Navy.

Captain A. W. A. HOOD,

Commanding H. B. M. S. Pylades, off Rio Grande.

Letter from Commodore Bell, U. S. Navy, to the U. S. district attorney at New Orleans, regarding repairs required by the prize.

SEPTEMBER 25, [1863].

SIR: The British steamer *Sir William Peel* has been brought up from the Rio Grande for adjudication, and as she will prove one of the most important cases of the times, and has a cargo of great value, I desire to have everything conducted with legal precision. I have nothing to do with her directly, but she has a dangerous leak about her sternpost which should be attended to without delay, and we have a dock at hand which can be applied to her stern and is at your service for that particular work. If the court will give the necessary instructions, appointing a suitable person to direct the requisite repairs, the dock may be applied immediately.

I have the honor to be your obedient servant,

H. H. BELL,

Commodore.

RUFUS WAPLES, Esq.,

U. S. District Attorney, New Orleans.

Letter from Commodore Bell, U. S. Navy, to the U. S. district attorney at New Orleans, transmitting a statement of injuries sustained by the prize.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, October 10, 1863.

SIR: Please receive herewith a statement made by Mr. Golding, a respectable machinist and engineer, of the damages in the steam department of the *Sir William Peel*, which she has sustained since her seizure by the U. S. S. *Seminole*. By request of the marshal I am employing the chief engineer (William H. Shock, esq.) of this fleet and Mr. Cox, carpenter on board of the U. S. S. *Pensacola*, to have the *Sir William Peel* put into the same good order that the *Seminole* found her in.

This statement is enclosed to you for your information in case of reclamation for damages being made by the parties concerned.

I am, most respectfully, your obedient servant,

H. H. BELL,

Commodore, Comdg. West Gulf Blockdg. Squadron pro tem.

RUFUS WAPLES, Esq.,

U. S. District Attorney, New Orleans.

Report of Commodore Bell, U. S. Navy, to the Secretary of the Navy, transmitting correspondence regarding the seizure of the British steamer *Sir William Peel*.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, La., October 23, 1863.

SIR: I have the honor to enclose herewith a letter from the governor of the State of Tamaulipas, Republic of Mexico (marked No. 1), in reference to the seizure of the *Sir William Peel*, and a copy of my letter No. 2 in acknowledgment thereof.

Very respectfully, sir, your obedient servant,

[H. H. BELL],

Commanding West Gulf Blockading Squadron pro tem.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

[Enclosures.—Translation.]

PROVINCE AND MILITARY COMMAND OF THE STATE OF TAMAULIPAS.

Having charge of this district and military command, the English subjects Milmo and Company present to me their petition, a copy of which I have the honor to enclose to you, by which it appears that the English steamer *Sir William Peel* has been captured by the gunboat *Seminole*, of your squadron, finding her in the Mexican waters. I have thought it expedient to make this known to you, that to aid me in promoting the harmony existing between the two Republics, as well as the neutrality due to vessels met with in the waters of Mexico, you may issue an order for the said steamer to be released and permitted to pursue her mercantile negotiations.

I take this occasion to renew to you my high consideration and distinguished regard.

Independence and Liberty, City of Matamoras, September 18, 1863.

MAN. RUIZ.

Commander of the AMERICAN SQUADRON,

Anchored in the Boca del Rio.

[Subenclosure.]

SEAL.]

CITY OF MATAMORAS, *September 14, 1863.*

Milmo and Company, English subjects, merchants and consignees of the English steamer *Sir William Peel*, respectfully represent to you that this vessel, then lying in Mexican waters at Boca del Rio, has been captured by the gunboat of the United States called the *Seminole*, her crew removed to some other vessel, and another crew sent on board.

Furthermore, it appears that they intend to take her to some port of the United States.

As soon as time permits the undersigned will notify the vice-consul of her Britannic Majesty that he may make in person the suitable reclamations. But knowing in advance that the person performing this duty has not received the exequator of the Mexican Government, we come directly to you to show that the *Sir William Peel* entered this port the 26th of June last with all her papers in due form; that she has remained constantly in Mexican waters; that when she had finished discharging, she was here loaded with a cargo of cotton bought at this place, and that the act of seizing her in neutral waters, loaded with a neutral cargo, purchased in lawful trade, constitutes a violation of international law. That the consignees of said vessel come here to reclaim her for the reasons given, and pray your excellency that, in view of the information that we have, to have the goodness to take possession, or, if not, to show the best measures to be taken to prevent the *Sir William Peel* being taken out of the harbor of Boca del Rio, and to the end that the petitioners and their employers may not suffer detriment to their interests, as they would in the capture and taking away of the vessel to another port, and they may prove the damage originally done should it be carried to another port.

MILMO AND COMPANY.

GOVERNOR AND MILITARY COMMANDER,

State of Tamaulipas.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, La., October 23, 1863.

I have had the honor to receive the dispatch of your excellency bearing date September 18, 1863, concerning the seizure of the British steamship *Sir William Peel*, a trading vessel, while lying off the Rio Grande, by the United States steam sloop of war *Seminole*.

I beg to inform your excellency in reply to your excellency's letter, that the British steamship *Sir William Peel*, having been found by Commander Henry Rolando, commanding the U. S. steam sloop *Seminole*, lying in the waters of the United States, and violating the laws of the United States, she was seized by the captain of the *Seminole* and sent to the port of New Orleans to be adjudicated upon. She is now in the judicial courts of the United States undergoing investigation, and is entirely out of the hands of the naval authorities.

The Government of the United States, appreciating the friendship of the Mexican nation, and esteeming her as their nearest neighbor, are careful to regard Mexican rights, both by land and by sea, with profound respect, and would never have molested the steamship *Sir*

William Peel unless she were manifestly out of the limits of Mexican waters.

I have the honor to be, most respectfully, your obedient servant,

H. H. BELL,

Commodore, Comdg. Western Gulf Blockdg. Squadron pro tem.

His Excellency MANUEL RUIZ,

Governor-General of the State of Tamaulipas, Republic of Mexico.

Report of Commander Rolando, U. S. Navy, commanding U. S. S. *Seminole*, in response to charges presented through the British minister to the Secretary of State.

U. S. S. SEMINOLE,

Off Sabine Pass, December 1, 1863.

SIR: I have the honor to acknowledge the receipt of your communication of November 10 in reference to a statement made by the master, first officer, and second steward of the *Sir William Peel* in a protest made by them and communicated by Lord Lyons to the State Department.

On the 11th of September I seized the British steamer *Sir William Peel* off the coast of Texas, where she had been landing a portion of her cargo, contraband of war, and was receiving Confederate cotton from Confederate agents at Brownsville.

The ship was taken possession of by Acting Ensign George B. Stephenson, Master's Mate John Dennett, and Sergeant Mackie, of the marine guard, with 13 of his guard and 15 men from this ship, the seamen composing the boat's crews who were alongside of the *Peel*.

As soon as I saw my boats go alongside of the *Peel* I went there myself about 11:30 a. m., and on searching the *Sir William Peel* I found sufficient contraband of war to justify the seizure.

The master of the *Peel* at that time was not on board, but I instructed his first officer to send for him. A short time after his boat was seen returning to the *Peel*. It was about 2 p. m. when he came on board.

I then informed him (the master of the *Peel*) upon what grounds I had seized his ship and enquired for his papers. He stated that they were at Matamoras. I then told him to send for them, that he would have ample time to obtain them; which he said he would do, the distance to Matamoras being only a ride of six hours from the village of Bagdad, at the mouth of the Rio Grande.

The crew of the *Peel*, 42 in number, were then, with their chests and effects, sent to the *Seminole* in my boats, and on being put on board, all the crew of the *Seminole* was withdrawn from the *Peel*, except 13 marines, under charge of Sergeant Mackie, and 8 or 10 firemen, who were sent to get the engines in readiness for use. At no time were there more than 13 marines and 15 men from this ship on board the *Peel*, and when the men were withdrawn, 10 firemen replaced them. At about 5 p. m. the transfer of the crew of the *Sir William Peel*, with all their effects, to the *Seminole* was completed.

I left the *Peel* at about 5:30 p. m. and returned to my own ship.

I saw nothing at all in the conduct of the officers, marines, seamen, or firemen at all calculated to excite such an infamous charge as is

made by the officers of the *Peel* in the protest reflecting on the officers and men of this ship.

On leaving the *Sir William Peel* I left the ship in charge of Acting Ensign George B. Stephenson, with Acting Ensign M. H. Karlowski and Acting Master's Mate John Dennett, to assist in keeping an eye on everything on board and that a regular watch might be kept on the vessel during the night.

The senior engineer, Mr. [Claude] Babcock, was also on board, in charge of the firemen, making preparations for starting the ship next day.

About 6 o'clock the next morning (on the 12th September) I returned to the *Peel* to see the progress that had been made in getting her ready to sail and found my men engaged shipping the propeller, which took some time. In all other respects the ship was ready.

I found all the officers and crew of the *Seminole* which were on board the *Peel* perfectly themselves and no sign of any such conduct as the protest represents. I saw and conversed with the officers in relation to the duties of the night.

The conduct of John Maloney, one of the firemen, for drunkenness and insolence to his superior, on the *Sir William Peel*, and of Joseph Cooper, marine, also for drunkenness, was brought to my notice and both men were sent on board the *Seminole* and there confined in irons for their offenses.

About 7 a. m., the master of the *Peel* came on deck and stated that during the night there had been drunkenness and disturbance on board the ship, occasioned by the officers and men who were in charge. I told him that there could have been but little drunkenness, as every precaution had been taken to prevent it.

Sentinels had been placed wherever he had informed me there was liquor, and what drunkenness had taken place among my men was the consequence of his steward's having given liquor to them during the night, but that I wished him to point out to me any of the men who had been noisy or created a disturbance, or any officer who had not behaved himself and that the offense should be noticed. He said, "No; that he could not do so; that he had not left his room during the night and that it was only the noise he had heard."

The officers and firemen continued all that day (12th September) until about 5 p. m. at work on board the *Peel*. The work being then completed, she was started for New Orleans in charge of the prize officer.

As regards that part of the protest relating to me personally, I have only to pronounce it maliciously and unequivocally false, and in the statements of officers who were left in charge during the time I was not on the *Peel*, and while I was on board, you will find a continuous refutation of the malicious misstatement of the protest.

I have thought it best that the officers who were in charge while I was not aboard the *Peel* should each forward to you a statement, as it will place before the Department the whole chain of events from the time the ship was seized until she sailed for New Orleans.

There was nothing more that came under my notice, and I attributed the report of the master of the *Peel* about the behavior of my officers and men, as I do the protest, to the bad spirit of a person detected in

a wrong, wishing to embroil others that he may escape the punishment for his transgressions in striving to malign character.

Very respectfully, your obedient servant,

H. ROLANDO,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[NOTE.—Reports of Acting Ensign George B. Stephenson, Acting Master's Mate John Dennett, Orderly Sergeant John Mackie, and Surgeon Charles Martin are omitted, as they repeat the substance of the foregoing report of Commander Rolando.—COMPILER.]

Report of Commodore Bell, U. S. Navy, regarding condition of prize.

U. S. S. PENSACOLA,
New Orleans, January 27, 1864.

SIR: I have the honor to inform the Department that on the passage of the prize steamer *Sir William Peel* from Matamoras to this place her machinery was damaged through the incompetency of our engineers.

As the case of the *Sir William Peel* was one of great delicacy, and her condemnation seemed to be very doubtful, I felt it to be the duty of the Government to place her in the same condition she was when seized by the United States. I accordingly directed the necessary repairs to be made, and have filed a bill of reclamations in the United States district court upon the ship and cargo of the expenses therein incurred, and which have been paid by the paymaster of the fleet upon my order. I enclose herewith a communication upon the same subject from the fleet engineer, marked No. 1, and a bill of the expenses incurred, marked No. 2.

Very respectfully, your obedient servant,

H. H. BELL,
Commodore.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

FLAGSHIP PENSACOLA,
Off New Orleans, November 24, 1863.

SIR: In obedience to your instructions to examine into the condition of the English prize steamer *Sir William Peel*, lately captured, I have to report that she was brought into this port in a sinking condition, requiring the steam pumps to be kept going day and night until a dock was put under her stern, and upon examination it was discovered that the propeller had been lowered while the shaft clutch to receive it was in a wrong position, requiring the propeller to be forced to its place. This resulted disastrously to the deadwood on shaft casing or bearing by throwing it out of line as soon as the engines were put in motion, and in other respects damaging that part of the ship, which resulted in the leak referred to.

It was also discovered that all the furnaces in one boiler and 150 tubes in another had been seriously injured by our engineers allowing the water to get too low.

It was also discovered that some of the pipes had been broken and the joints of others blown out, results arising from the inexperience and a want of knowledge on the part of our engineers of the various cocks and valves about the machinery (the English engineers belonging to the ship declining to give any information).

In obedience to and in carrying out your order to make good the damages, William Golding, esq., engineer and machinist, was employed and [by] an expense of \$5,782.45 (bills for which I have examined and found correct) the damages were made good.

I enclose Mr. Winter's letter of November 21; reports all satisfactory after a trial of engines and boilers.

I am, very respectfully,

WM. H. SHOCK,
Fleet Engineer, West Gulf Blockading Squadron.

Commodore H. H. BELL,
*Commanding West Gulf Blockading Squadron,
Flagship Pensacola, New Orleans.*

Letter of Major-General Magruder, C. S. Army, to the Secretary of the Navy, transmitting captured letter from the commanding officer of the *Seminole*.

HEADQUARTERS DISTRICT TEXAS,
NEW MEXICO, AND ARIZONA,
Houston, October 17, 1863.

SIR: I have the honor to forward for your information a letter from Captain Rolando, commanding U. S. S. *Seminole*, to Mr. G. V. Fox, Assistant Secretary U. S. Navy. This letter was in the mail bag of the *Seminole*, which, with that of the *Cayuga*, were intrusted to the captain of the blockade runner, who deceived the Federals into the belief that he was bound for New Orleans, and, on leaving them at Sabine Pass, ran into Calcasieu, and delivered the mails to an officer there; who transmitted them to these headquarters. The original has been sent to Mr. Mason, in London, for publication, one copy to the British admiral commanding the Gulf, and one to the Mexican authorities at the Rio Grande.

I remain, very respectfully, your obedient servant,

J. BANKHEAD MAGRUDER,
Major-General, Commanding.

Hon. S. R. MALLORY,
Secretary Navy.

[Enclosure.]

U. S. S. SEMINOLE,
Sabine Pass, October 3, 1863.

MY DEAR FOX: I am sorry that I have been ordered by the commodore to blockade off this place, as I felt I could have been of more service at the Rio Grande, where I had seized the *Sir William Peel* on the 11th of September.

I could not stand the hocus-pocus of those Englishmen there; they were in open daylight landing cargoes of contraband, with the connivance of the Mexicans, and sending into Texas everything they could which would aid the rebellion. I knew it, but could not detect the act; consequently had to keep quiet until I had sufficient grounds for making the seizure I did.

The *Sir William Peel* is about 340 feet long on deck, and has splendid engines, all below the water line, and built for a man-of-war, iron stanchions and knees fore and aft on her main deck, and could be converted into a privateer on very short notice.

I expected to find guns on board, but did not, with the exception of two iron 18-pound guns. Of contraband articles I found about 150 axles for gun carriages, and two casks of iron rings for artillery harness.

The vessel is perfectly ventilated with air ports, and would be comfortable for a crew of 400 men. She will make us a splendid single-decked sloop, with pivot guns, razee the spar deck.

No one knows, who has not been to the Rio Grande, the immense value that river is to the Southern Confederacy. Steamers are constantly landing cargoes—contraband—which go to Texas in the small steamers and barges, which are towed up the river and landed; on returning, bringing cargoes of Confederate cotton—just as bad as contraband, as it buys the arms and munitions of war.

When I took the *Peel* she had steam up, and I thought she was going to run for it; so I took her at anchor, which I would have not preferred, as I feared the Englishman would cry out "neutrality," as he did; but I informed him that he was in error; that I had the advantage; he was on my side of the line; he was quite near the line, but a little to the northward.

I did not take any bearings myself of the position, as my instructions to the master are general, that "he should always take bearings when we stopped near the land." He did so while I was on board the *Peel*, as I seized her myself, and the day after the seizure I found that in the log was noted the bearing of the river Rio Grande, W. by S., at the time of the seizure, which puts us a little in American waters.

I am glad it was done by the master, as I felt some delicacy about a point of so much interest personally.

It galled me to have a scoundrel of an Englishman crying out "neutrality," when he knew as well as I did that he had been trafficking in the blood of my countrymen and making money out of our misfortunes; that he had landed arms and contraband of every kind before my arrival (I was only ten days at the Rio Grande), and had started with the intention of being a privateer, and had so boasted in Matamoras, is well known; but the miserable Mexicans who are helping the trade will yet no doubt sustain a claim of neutrality, which they themselves are violating; for the *Hawkins*, the *Celt*, *Labuan*, and *Peel* had all discharged their cargoes, which were contraband, and forwarded to Texas by Mexican authorities in the custom-house.

When it is so palpable to any one of our statesmen that Mexicans are hourly, through the custom-house at the Rio Grande, violating their neutrality by assisting and giving aid and comfort to the enemy, I think it devilish hard that any plea for the observance of a neutrality, which they don't observe themselves, should be listened to by our Government, and I hope Mr. Seward will remind them of what they are now doing, and have done in the way of violating neutrality, by sending to Texas contraband cargoes through the Rio Grande; it is so easy, as the river at its mouth is about 300 yards wide, with 4 feet water on the bar, and grows narrower as you go up.

I think the Government should sustain my course without listening to any plea of neutrality from either English or Mexicans.

The ship will condemn herself, for you know her cargo, from information from abroad, and what she must have landed, the Mexicans are themselves violating neutrality, as it is the duty of a neutral to show favor to neither side, but be an honest friend to both belligerents.

I can take good care of my position when the fight comes on neutrality, as the course I have taken is fully sustained by my officers and the master who placed the ship by bearings in our own waters, so you see my reckoning is all right and I can rebut the English version.

You saw from that English Captain Hood's dispatch how the drift would be. The damned puppy, I wonder if he recollected how his consul, Mr. Bunch, and some of his brother officers, raised the blockade off Charleston by an imaginary line of horizon. I suppose the boundary of Texas and Mexico is one and the same to him; but I have one of Blunt's compasses, which gives a blunter line than theirs.

I hope Mr. Seward will assume a higher law if the case comes before him, as Mexico and England are violating neutrality themselves, and what is meted out by them to us they should be made to feel in a similar way.

There is not enough doing here to keep one alive; I have been here about two weeks and have not seen anything but what is in Sabine Pass, which the rebels are fortifying and piling across the channel.

I do not anticipate anything in the way of a fight here, unless the *Clifton*, *Sachem*, and the cotton boats in the pass come out and make one.

The *Clifton* is in working order. I can't get near them, as there is only 7 feet water at the entrance of the pass.

The army will attack, I suppose, from some other point, the pass, as it is stronger now than ever.

I trust, my dear Fox, you will drop me a line and tell me how the course I have pursued, as regards the *Peel*, is appreciated by the Department; for I am really quite anxious at the responsibility I have assumed, particularly when I think of Hunter, who I have understood was charged with violating neutrality. The Englishmen will do any amount of swearing, and the Mexicans likewise, from complicity.

My consciousness of having acted to the best of my ability for the interest of my country and its cause, the belief that the *Peel* was in American waters, and the corroborating testimony of the master and log book, are the comforts I have in my anxiety and on which I rest my defense.

Drop me a line soon, and believe me, your friend,

HENRY ROLANDO.

Report of Commodore Bell, U. S. Navy, transmitting information regarding yellow fever on U. S. S. Colorado.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, September 13, 1863.

SIR: Please receive herewith my latest reports from the frigate *Colorado* off Mobile Bar. From them and my report No. 27 you will be in possession of all the official information I have about the sickness on board of her. I understand verbally that Captain Goldsborough does not allow anyone to sleep below the gun deck, and that

the disorder has been checked. The dispatch No. 1, of Acting Ensign Dyer, confirms this.

No. 2 is the latest report of Surgeon Miller.

No. 3 the latest from Captain Goldsborough.

I am happy to state that the rest of the squadron off Mobile Bar, at this city, and off Texas continue in good health.

I have the honor to be, your obedient servant,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

[Enclosures—Telegram.]

FORT PIKE,

New Orleans, September 11, 1863.

The steamer *Eugenie* is at Fort Pike delayed by an order from Provost-Marshal Kilborn, having on board a bearer of dispatches who [was] also commissioned by Captain Goldsborough to procure provisions for the fleet, not being allowed to procure them at Pensacola. There has not been any fever among the Mobile fleet except on the *Colorado*, and she has been quarantined for the ten days, and there have been no new cases or deaths for the past seven days on her. Shall we return to Mobile, or will you procure permission for us to proceed?

Very respectfully, your obedient servant,

N. M. DYER,

Acting Ensign, Commanding U. S. S. Eugenie.

Commodore H. H. BELL,

Commanding West Gulf Blockading Squadron.

U. S. STEAM FRIGATE COLORADO,

Off Mobile, September 5, 1863.

COMMODORE: I enclose another letter I have received from the surgeon of this ship, relative to the distressing malignant fever that has made its appearance on board.

I wish I could report our sick as improving, but I am fearful the disease has obtained too great headway to be checked in this climate.

Since my communication of the 1st instant three more cases have proved fatal, and many others threaten a like termination. Our last cases are more aggravated and more sudden in their character.

Your communications to Commodore Smith were forwarded immediately.

Coal and provisions will be very much wanted at Ship Island. I took the responsibility of ordering the brig *Enterprise* with coal to Ship Island, which I hope you will approve of, notwithstanding Commodore Smith had directed her to return to Pensacola.

I do not think it advisable for our vessels to go to Pensacola for coal, since a quarantine has been established at that place. The surgeon of the yard thought it imprudent for even the *Eugenie* to coal there, and I now learn that the health officer will not allow any vessel to go above Fort Pickens.

Dr. Miller, surgeon of this ship, has been detached by the Secretary of the Navy, with permission to return North. I regret this exceed-

ingly, particularly at this time, and hope that you will supply his place as early as practicable.

I am, very respectfully, your obedient servant,

J. R. GOLDSBOROUGH,

Captain and Senior Officer off Mobile.

Commodore H. H. BELL,

Commanding West Gulf Squadron.

[Subenclosure.]

U. S. STEAM FRIGATE COLORADO,

Off Mobile, September 4, 1863.

SIR: On the 1st instant I addressed a letter to you on the subject of a malignant fever which had made its appearance in this ship. I now deem it my duty to state further that this disease is undoubtedly yellow fever in its worst form. Another case of death has occurred since the 1st instant, and two more are near, all exhibiting a most malignant character.

In the absence of even a suspicion that this disease was communicated, it is natural to infer that it has its origin and support in the atmosphere of the vessel. All experience of yellow fever teaches us that its progress can not be stayed except by a change of season or climate. I therefore unhesitatingly advise you to carry the *Colorado* North as soon as practicable.

I am, very respectfully, your obedient servant,

J. D. MILLER,

Surgeon.

Captain JOHN R. GOLDSBOROUGH,

Comdg. Div. West Gulf Blkdg. Squad., U. S. S. Colorado.

Operations in Mississippi Sound, September 12-13, 1863.

Report of Commander Macomb, U. S. Navy, commanding U. S. S. Genesee, regarding the burning of the Confederate steamer Fanny, formerly Fox.

U. S. S. GENESEE,

Off Pascagoula, September 13, 1863.

SIR: I have to report that on Friday, the 11th instant, in obedience to orders from Captain Goldsborough, I proceeded with this vessel off Mobile for duty as a blockader, but on my showing him your communication with regard to a rebel armed sloop, he ordered me back into the sound, which I entered by Horn Island Pass, in order to communicate with the *Jackson* and *Calhoun*.

Shortly afterwards a steamer was discovered heading for Pascagoula, when this vessel, together with the *Jackson* and *Calhoun*, gave chase and pressed her so hard that her captain and crew set her on fire and escaped to the shore, losing even their clothing.

The vessel was burned to the water's edge; not a particle of her cargo was saved, in consequence of the rapid progress of the conflagration, and her engine is destroyed and rendered totally useless by the intense heat.

I afterwards sent a flag of truce on shore, in charge of Acting Ensign Charles H. Baxter, who was informed by the rebel officer and

some of the crew of the steamer that it was the *Fanny*, formerly the *Fox*, captured some time ago at the Balize.

The vessel had come from Havana with an assorted cargo.

I am, sir, very respectfully, your obedient servant,

W. H. MACOMB,
Commander, Senior Officer.

Commodore HENRY H. BELL,
Comdg. Western Gulf Squad., Flagship Pensacola, New Orleans.

Report of Commodore Bell, U. S. Navy, regarding the burning of the steamer *Fanny*, formerly *Fox*, and capture of blockade runner *Alabama*.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, September 15, 1863.

SIR: I have the honor to inform the Department that on the 12th instant the steamer *Fox*, which was captured by the rebels in April last, was chased into Mississippi Sound and burned.

At the same time another blockade runner called *Alabama*, one of the river boats from Mobile, was chased into Chandeleur Islands and captured.

On shore they have been deluded into the belief that the vessel captured is the privateer *Alabama*, and she may be so publicly announced.

I have the honor to be, your obedient servant,

H. H. BELL,
Commodore, Comdg. West Gulf Blockading Squadron pro tem.
Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Commander Macomb, U. S. Navy, commanding U. S. S. *Genesee*, regarding an attack upon Confederate batteries off Grant's Pass.

U. S. S. GENESEE,
Ship Island, September 15, 1863.

SIR: I have the honor to report that on the 12th instant this ship, together with the *Jackson* and *Calhoun*, went up within easy rifle range of Grant's Pass and fired at the battery, a gunboat, and a transport, causing the gunboat and transport to shift their berths, and hitting the middle of the island many times, silencing the battery on the island.

Number of shell fired by this vessel, 74.

I am, sir, very respectfully, your obedient servant,

W. H. MACOMB.
Commanding, Senior Officer.

Commodore H. H. BELL,
Commanding Western Gulf Squadron, New Orleans.

Report of Lieutenant-Commander Bigelow, U. S. Navy, commanding U. S. S. *Calhoun*, regarding an attack upon Confederate batteries at Grant's Pass.

U. S. S. CALHOUN,
Off Grant's Pass, September 13, 1863.

SIR: On this instant I arrived at this pass at 10:40 a. m. within range, and assisted in the engagement.

We fired 48 shells from the 30-pounder Sawyer and 20-pounder Parrott.

I estimated the range to be 5,200 yards, and the practice proved effective.

The *Calhoun* is so crank that I was unable to ascertain the exact elevation, but it was between 25 and 30 degrees.

We struck the battery eight times, drove the steamer *Jeff Davis* from her anchorage, and silenced the battery at 2:20 p. m. In obedience to signal I proceeded to Ship Island to repair two leaks in the boilers.

Respectfully,

GEO. A. BIGELOW,

Lieutenant-Commander, Commanding.

W. H. MACOMB, U. S. Navy,

Commander, Senior Officer, Mississippi Sound.

Abstract log of the U. S. S. *Genesee*, Commander Macomb, U. S. Navy, commanding.

September 12.—At 1 p. m. Fort Morgan bore N. E., Sand Island light N. E. by N. $\frac{1}{2}$ N. At 3:30 entered Horn Island Pass. Saw the *Jackson* and *Calhoun* at anchor to the eastward of Pascagoula; steered for them. At 4:15 p. m. signaled to the *Jackson* and *Calhoun*; the commanders of the vessels came on board. At 5 p. m. saw a steamer burning black smoke near Pascagoula; proceeded in chase of said steamer. From 6 to 8 p. m., calm and pleasant. We, with the *Jackson* and *Calhoun*, having the steamer. At 6:45 anchored. The *Jackson* and *Calhoun* going near the town of Pascagoula. At 7 discovered the steamer on fire near Pascagoula wharf. Saw some soldiers on shore and some men landing from the steamer. At 7 ordered the *Jackson* to fire. The *Jackson* fired 3 shells and we 3, but seeing women and children on the beach ceased firing. At 7:50 sent a boat to the *Jackson* to ascertain the state of affairs. At 9:50 p. m. manned and armed the first cutter and sent her in to the wreck, in charge of Ensign Baxter, as picket boat. The wreck still burning.

September 13.—From 12 to 4 a. m. the steamer ashore still burning. At 5 a. m. the *Jackson* got underway and communicated with us. At 6 the first cutter returned, having been on picket duty all night. Mr. Baxter ascertained that the burning steamer was the *Fanny* (formerly the *Fox*), from Havana, with a general cargo; she was burned to prevent her falling into our hands. At 6:30 got underway and proceeded to Grant's Pass. At 9:30 a. m. saw the rebel battery at Grant's Pass, the rebel gunboat, and several steam transports. At 10 placed the vessel in position for firing, we having one anchor out forward and one out astern. We, together with the *Jackson* and *Calhoun*, opened fire on the battery and gunboat. We compelled the gunboat to go under shelter of the fort. We fired 29 shells and the rebels responded from their fort, but all their shots fell short. At 1:40 p. m. we opened fire on the rebel works in company with the *Jackson* and *Calhoun*. At 3:30 p. m. ceased firing, having fired 41 shells from the Parrott. At 3:45 got underway and proceeded up the [Mississippi] Sound toward Ship Island, *Calhoun* and *Jackson* in company. At 6:30 came to anchor off the east end of Horn Island. Fired 3 5-second shell from the IX-inch gun and 1 15-second; also 1 15-second from the after pivot.

September 14.—At 12:45 p. m. weighed and started for Ship Island. At 3:15 saw three sailboats close in under the mainland; steered for them. At 3:30 came to anchor, sent the first and third cutters in charge of Acting Ensign C. H. Baxter and Acting Master's Mate E. W. Halero after the sailboats. A person came on board from a small dingey, having left Mobile on Friday. At 7 p. m. the boats returned, having succeeded in capturing a boat with two men from Mobile. At 7:30 proceeded toward Ship Island. At 10 came to off Ship Island.

September 15.—From 8 to 12: Proceeded toward Biloxi, going in as close as possible. We anchored in 10½ fathoms water. Saw some boats ashore. At 11:45 the first, second, and third cutters were sent inshore in charge of Acting Master C. M. Marchant, to capture or destroy them. At 4:30 p. m. the boats returned, having been fired upon by a number of soldiers. The boats responded to firing briskly. No one in the boats was hurt. At 5 opened upon the house from which the boats were fired upon, with our 100-pounder Parrott and fired 6 shell. At 7:30 came to anchor off Ship Island.

Abstract log of the U. S. S. *Gertrude*, Acting Volunteer Lieutenant Cressy, U. S. Navy, commanding.

September 12, 1863.—At 6:30 p. m. anchored off Pelican Inlet.

September 13.—At 9 a. m. came to anchor amongst the fleet. At 10:15 a boat came alongside with dispatches for us to take to the *Colorado*. Hove up anchor and proceeded forthwith. At 11:45 Mr. Newell went on board in the second cutter. At 12 o'clock returned with orders for the *Lackawanna*. Three steamers engaged in shelling a rebel battery near Dauphin Island. At 1 p. m. hove up anchor and ran down astern the *Lackawanna*, came to anchor, broke part of windlass gear, took dispatches on board the *Lackawanna*, and returned. The three gunboats still engaged with the battery.

Report of Major-General Maury, C. S. Army, referring to the cargoes of the blockade runners *Fanny* and *Alabama*.

MOBILE, ALA., *September 20, 1863.*

MY DEAR GENERAL: I have not been able to report anything of special interest to you since you left here. My scouts report no movement of troops about New Orleans except down the river. As they have not come here, nor to any points under observation in this vicinity, I think it not unlikely that large forces are being sent to Texas, as the Yankees now say is being done. * * *

We lost a fine cargo of Government supplies in the *Fanny*. She was chased into Pascagoula the other day and burned. She reports having seen the *Alabama* chased by a gunboat. The cargo of the *Alabama* was still more valuable than that of the *Fanny*. The two boats deposited in Havana 450 bales of cotton, which was sold at 36 cents. They may be regarded as the last of the blockade runners, as they were the best of them. * * *

DABNEY H. MAURY,
Major-General.

General JOSEPH E. JOHNSTON.

Letter from Commodore Bell, U. S. Navy, to the light-house superintendent, Head of the Passes, regarding the removal of a keeper for suspicious conduct.

U. S. S. PENSACOLA,
Off New Orleans, September 14, 1863.

SIR: I am officially informed by Lieutenant-Commander W. K. Mayo, commanding the gunboat *Kanawha*, at Ship Island, that "This morning (12th) a strange steamer was observed at anchor near to the light-house at Chandeleur Island. The distance and peculiar atmosphere did not enable us to have a very good view of her, but I was satisfied that all was not right with her and the light-house keeper there. For whilst the steamer had no flag flying, a flag was displayed on the light-house keeper's windows," etc. This proved to be a Southern river steamboat altered to run the blockade, etc., and was finally chased away by some of our cruisers.

Please have another keeper appointed without delay, as the conduct of the present keeper must be enquired into, and be good enough to let the commanding naval officer at Ship Island know when you are ready to make the change, in order that he may proceed in this case.

I am, very respectfully,

H. H. BELL,
Commodore, Comdg. West Gulf Blockading Squadron pro tem.

M. F. BONZANO, Esq.,
*Light-House Engineer and Superintendent,
Head of the Passes, Mississippi River.*

Order of Commodore Bell, U. S. Navy, to Lieutenant-Commander Mayo, U. S. Navy, to investigate the conduct of the light-house keeper at Chandeleur Island.

U. S. S. PENSACOLA,
Off New Orleans, September 14, 1863.

SIR: I received your dispatch of the 12th instant to-day.

You will please visit Chandeleur Island and examine into the affair of the steamer and light-house keeper, and his "showing a flag from his window." It may admit of some explanation, considering your distance, and the necessity for immediate action being apparent in case there was no deception.

I have written to Mr. Bonzano to appoint another keeper in his place, in case you find your suspicions confirmed.

The suspected man and the proofs against him should be placed in the hands of the provost-marshal at this place.

I am, very respectfully,

H. H. BELL,
Commodore, Comdg. West Gulf Blockading Squadron pro tem.
Lieutenant-Commander W. K. MAYO,
U. S. Gunboat Kanawha, Ship Island.

Letter from the Secretary of the Navy to Commodore Bell, U. S. Navy, forwarding consular information regarding blockade runners.

NAVY DEPARTMENT, *September 14, 1863.*

SIR: I enclose herewith extracts from consular dispatches containing notices of suspicious vessels and a description of the rebel ram 296, recently launched from Lairds.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commodore H. H. BELL,
Comdg. West Gulf Blockdg. Squadron pro tem, New Orleans.

Report of Captain Gillis, U. S. Navy, regarding the movements of certain vessels.

U. S. STEAM SLOOP OSSIPPEE,
Off Galveston, Tex., September 14, 1863.

COMMODORE: Lieutenant-Commander Madigan will have given you information in relation to affairs at Sabine. I learn that the *Clifton* and *Sachem* are not so much injured as was supposed.

The *Bienville* left to-night for the Rio Grande, etc.

The *Seminole* to proceed to Sabine Pass without delay and relieve the *Circassian*, dispatched there to assist in blockade until arrival of *Seminole*, when she (the *Circassian*) will return here for dispatches, etc., or to you.

In haste, very truly, yours,

JNO. P. GILLIS,
Captain and Senior Officer,
Second Division, Western Gulf Blockading Squadron.

Commodore H. H. BELL, U. S. Navy,
Comdg. West. Gulf Blockading Squadron, New Orleans.

We have some men (service expired) and prisoner under sentence of general court-martial to send home in the *Circassian* on her return here.

Order of Commodore Bell, U. S. Navy, to Acting Volunteer Lieutenant Du Bois, U. S. Navy, commanding U. S. S. Albatross, to proceed to blockade duty off Mobile.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, September 14, 1863.

SIR: Having taken in the supplies for the *Jackson*, proceed to Ship Island and deliver them to the senior officer present, then proceed forthwith to Mobile Bar and report to the senior officer there for the blockade service.

I am, respectfully,

H. H. BELL,
Commodore, Comdg. West Gulf Blockading Squadron pro tem.
Acting Volunteer Lieutenant THEO. B. DU BOIS,
U. S. S. Albatross.

Letter from the Secretary of the Navy to Commodore Bell, U. S. Navy, referring to the treaty of Guadalupe Hidalgo.

NAVY DEPARTMENT, September 14, 1863.

SIR: The Department received your No. 12, enclosing report of Commander Woolsey and copy of your instructions to that officer in reference to the illicit traders at Matamoras and the Mexican boundary line.

The stipulation in the treaty of Guadalupe Hidalgo, by which the boundary between the United States was begun in the Gulf 3 leagues from land, is still in force. It was intended, however, to regulate within these limits the rights and duties of the parties to the instrument only, and does not disturb international law as regards other powers.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Commodore HENRY H. BELL,
*Commanding Western Gulf Blockading
Squadron pro tem. New Orleans.*

Order of Commodore Bell, U. S. Navy, to Acting Volunteer Lieutenant Pennington, U. S. Navy, commanding U. S. S. J. P. Jackson, to proceed to Brashear City.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, September 14, 1863.

SIR: You will proceed without delay in the U. S. S. *J. P. Jackson*, under your command, to Brashear City, Berwick Bay, for the defense of those waters and to cooperate with the army in that direction. Brashear City is open by rail with New Orleans.

Report your arrival by telegraph and make known your wants, sending over an officer if necessary.

I am, very respectfully,

H. H. BELL,
Commodore, Comdg. West Gulf Blockading Squadron pro tem.
Acting Volunteer Lieutenant L. W. PENNINGTON,
U. S. S. John P. Jackson.

Order of Commodore Bell, U. S. Navy, to Captain Goldsborough, U. S. Navy, enjoining watchfulness against surprise from Confederate rams at Mobile.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, September 14, 1863.

SIR: I sent you "extracts from consular dispatches about blockade runners and vessels fitting out in England and Scotland for the rebels." Please turn these over to your relief. You will observe that they should have had ready for sea some weeks ago two ironclads turrets and two rams, which were intended for immediate use somewhere, either here at Mobile or Charleston. Look out for them; your ships are as good rams as they.

I have information through deserters from the *Selma* that they have five rams in Mobile, three of them weak. One, the *Nashville*, not yet ready, and the *Tennessee*, a screw of 6 heavy guns, 275 feet long, 40 feet beam, said to be very effective. The *Nashville* is a side-wheel of the same dimensions. Look out for a surprise.

I am, very respectfully,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Captain JOHN R. GOLDSBOROUGH,

U. S. S. Colorado, Senior Officer, Commanding off Mobile Bar.

Letter from Commodore Bell, U. S. Navy, to Captain Goldsborough, U. S. Navy, senior officer off Mobile, regarding vessels for his command.

U. S. STEAM SLOOP PENSACOLA,

New Orleans, September 14, 1863.

SIR: The *Albatross* will report to you for blockade duty; employ her as you deem best. The *Gertrude* was sent to you a few days ago for offshore cruising.

The *Albatross* will take several officers to your squadron; among them is Lieutenant-Commander Edward C. Grafton, to relieve Commander Macomb on board of the *Genesee*; Captain Strong to the *Monongahela*.

An expedition was sent against Sabine Pass, in which we had the great misfortune to lose the *Clifton* and *Sachem*.

The transports being out of water and troops unable to land, returned to this river.

I am, very respectfully,

H. H. BELL,

Commodore, Comdg. Western Gulf Blockdy. Squadron pro tem.

Captain JOHN R. GOLDSBOROUGH,

U. S. S. Colorado, Senior Officer, Comdg. off Mobile Bar.

Order of Commodore Bell, U. S. Navy, to Lieutenant-Commander Henry, U. S. Navy.

U. S. STEAM SLOOP PENSACOLA,

New Orleans, September 16, 1863.

SIR: You will relieve Lieutenant-Commander John Madigan of the command of the U. S. gunboat *Owasco* without delay.

I am, respectfully,

H. H. BELL,

Commodore, Comdg. West Gulf Blockdg. Squadron pro tem.

Lieutenant-Cominader E. W. HENRY, U. S. Navy.

Letter from Commodore Bell, U. S. Navy, to the U. S. marshal at New Orleans, acknowledging information regarding the liability to attack of vessels at Quarantine.

U. S. S. PENSACOLA,

Off New Orleans, September 16, 1863.

SIR: I have the honor to acknowledge the receipt of your note of date yesterday, and also the receipt of 4 cutlasses, 4 pistol holsters, and 1 pistol, taken from the prize schooner *J. T. Davis*.

I am extremely obliged to you for the information you give in reference to the vessels lying at Quarantine, viz, their liability to be attacked there by rebels. Every vessel has her prize crew on board, armed for resisting such attacks, and Fort Jackson would not allow anything to pass outward without being boarded. I am sorry I have no vessel to spare from blockade for protecting the quarantine established by the military authorities. It is a proper place for a post of a few soldiers.

I am, most respectfully, your obedient servant,

H. H. BELL,

Commodore, Commanding.

JAMES GRAHAM,

U. S. Marshal, New Orleans.

Letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Bell, U. S. Navy, regarding requirements in connection with the transfer of articles from the Navy to the Army.

U. S. FLAGSHIP HARTFORD,

New York, September 16, 1863.

SIR: In a conversation I held with the honorable Secretary of the Navy, he sought to impress on my mind the importance of making the Army require and pay for all articles that are transferred to them by the Navy, and I desire that you will carry out his views in that particular.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Rear-Admiral.

Commodore H. H. BELL,

Commanding West Gulf Blockading Squadron.

P. S.—Whenever we require anything from the Army, the Secretary desires we should make requisition and pay for it, and the paymaster will make requisition on the Department for the money to cover the expenditure.

Respectfully,

D. G. FARRAGUT,

Rear-Admiral.

Order of the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, regarding the officers and crew of the U. S. S. Hartford.

NAVY DEPARTMENT, *September 16, 1863.*

SIR: As the *Hartford* is at the navy yard, New York, you will transfer her officers and crew to the command of Rear-Admiral Paulding.

Very respectfully,

GIDEON WELLES,

Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT, U. S. Navy,

New York.

[Telegram.]

SIR: I can't send you to sea. It would not count with the quarantine master.

Give protection to the prizes there against attacks by boats.

Sir William Peel leaks. Assist her, if she needs it, with men and pumps.

Keep me informed.

Respectfully,

H. H. BELL.

Captain GEO. WIGGIN,

U. S. S. Tennessee, Quarantine Station.

Forward! to me a copy of quarantine regulations.

Report of Commander Mullany, U. S. Navy, Commanding U. S. S. Bienville, regarding the arrival of that vessel off Galveston.

U. S. S. BIENVILLE,
Off Galveston, Tex., September 17, 1863.

SIR: I have to report my return to this station from the Rio Grande, having executed your orders of the 14th instant.

I communicated, on my way south, with the schooner *Kittatinny*, brig *Bohio*, and bark *William G. Anderson*, and delivered to the latter the recruits I had on board for her.

The *Seminole* sailed from the Rio Grande in company with this ship.

Very respectfully, your obedient servant,

J. R. M. MULLANY,
Commander.

Captain JOHN P. GILLIS,

Senior Officer, Commanding off Coast of Texas.

Letter from Commodore Bell, U. S. Navy, to the chief quartermaster at New Orleans, requesting the services of the prize steamer Southern Merchant.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, September 17, 1863.

SIR: Understanding that the steamer *Southern Merchant*, a naval prize was loaned temporarily to the quartermaster's department, and observing that she is not employed, I would like to take her in charge for special service, if it would be convenient to you.

I am, very respectfully, your obedient servant,

H. H. BELL,
Commodore, Comdg. West Gulf Blockading Squadron protem.

Col. S. B. HOLABIRD,

Chief Quartermaster, Department of the Gulf, New Orleans.

Report of Commodore Bell, U. S. Navy, regarding the improved condition of health on board the vessels of the Mobile squadron.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, September 18, 1863.

SIR: The U. S. gunboat *Aroostook*, from Mobile Bar, arrived in the river on the 17th instant and reported that no new cases of fever had

occurred on board of the *Colorado* within the last twelve days, and that the squadron on duty there is in excellent health.

I have the honor to be, your obedient servant,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

HON. GIDEON WELLES,

Secretary of the Navy Washington, D. C.

Report of Captain Gillis, U. S. Navy, commanding off Galveston, regarding general matters pertaining to his command.

U. S. STEAM SLOOP OSSIPPEE,
Off Galveston, Tex., September 18, 1863.

COMMODORE: I forwarded you communications by the *Owasco* and supply ship *Circassian*, also by coal schooner *Argus Eye* and bark *William Anderson*; some surveyed sick in the latter to be sent North; supplied her with water. She left last evening for the Mississippi.

Since yours of the 11th instant, I have not heard from you, nor is the *Tennessee* here.

On the arrival of the transport *Pocahontas* for water and reinforcements I dispatched the *Bienville* to Sabine Pass. On her return she reported all the vessels afloat which had grounded and the transports gone to the Mississippi. Her boilers being reported in bad condition, she has hauled fires to repair and consequently did not leave immediately to comply with orders south. When the *Circassian* arrived, here the *Bienville* was sent to the Rio Grande to order the *Seminole* to Sabine Pass and communicate with our sailing vessels cruising to the southward.

The *Kittatinny* and *Bohio* touched here on their way to the stations assigned them and were directed to cruise well offshore. The *Bienville* delivered to bark *Anderson* the men sent for her. Under the uncertainty of condition of affairs at Sabine Pass, it was thought advisable she should not visit Tampico at this time, but return here and hence to Sabine Pass and New Orleans. Other leaks in boilers detained her last night.

The *Seminole*, in want of coal, arrived about sunset, 17th instant; sent to Sabine this morning. She reports having seized the English steamer *Peel*, off the Rio Grande, and sending her to New Orleans for adjudication. Dispatches in her to you.

It is probable you have later accounts from Sabine. I enclose, however, a copy of Lieutenant-Commander Dana's letter to me dated 13th September.

Two pilots who were on board the vessels captured at Sabine by the rebels, think the *Clifton's* machinery was injured, a shot having been fired into it by Acting Volunteer Lieutenant Crocker, previous to surrender. They state also that Captain Crocker objected to going in previous to landing of troops, but without avail, and that the programme seen by them at New Orleans was not adhered to.

I will direct the commanding officer of the *Circassian* to send them to you if they have not left for New Orleans by other conveyance. It appears the expedition was under the command of General Franklin.

I informed you that the coal schooner off Sabine Pass had lost her master by yellow fever and that I had directed Lieutenant-Commander Dana to anchor her well off or send her to quarantine in Mississippi. Coal will be required there.

All the requisitions for provisions I have are forwarded; Lieutenant-Commander Dana may have some.

We are discharging coal brig here when weather will permit; may want more soon. So rough this morning I sent *Seminole* without waiting to add to her coal.

I am awaiting anxiously officers and men. Lieutenant-Commander Potter will leave in the *Circassian*; the medical survey held on him was transmitted to you. The acting master on board *New London* has recovered sufficiently, I learn, to take temporary charge of the vessel. Acting Volunteer Lieutenant Hill, of the bark *Anderson*, informs me there are various defenses along the coast of Texas from the Rio Grande up to this anchorage and promised me a list or memorandum of them, but neglected to send it. Will you please procure it for me?

You are aware of the number of guns mounted at Galveston, 26, including those casemated.

It is to be regretted two ironclads from the river were not sent to Sabine.

From all I can learn it is most advisable to land and take possession of the Texas side of the Rio Grande. It is said a strong Union force once established there would receive many adherents from Northerners and foreigners settled in that portion of the State who are now, per force only, secessionists. The transportation of cotton and war material across the line could then be checked altogether. I suppose the *Granite City* is yet off the Sabine. I sent *Circassian* there also, to await the arrival of *Seminole*, then to return here for men whose term of service has expired, and a prisoner under sentence of general court-martial to be sent North.

Please send me the sentence of Edward McDonald if received, one of the crew of this ship, tried at Pensacola.

I am, respectfully, your obedient servant,

JNO. P. GILLIS,

Capt. and Senior Officer, Second Div. West Gulf Blkdg. Squadron.

Commodore H. H. BELL, U. S. Navy,

Commanding West Gulf Blockading Squadron, New Orleans.

P. S.—19th. Letter of Lieutenant-Commander Dana, of the 17th instant, enclosed. Captain Eaton, of *Circassian*, informs me that the *Clifton* and *Sachem* were seen from his anchorage and did not appear much injured.

Letter from the U. S. consul at Tampico, Mexico, to the Secretary of the Navy, reporting the arrival at that place of the vessel Sarah, bringing cotton from Galveston.

CONSULATE OF THE UNITED STATES OF AMERICA,

Tampico, September 19, 1863.

SIR: I have the honor to report to you that a small vessel, called the *Sarah*, though surreptitiously documented as a Swiss vessel by J. C. Kuhn, esq., consul for Switzerland at the port of Galveston, arrived

at this port on the 5th instant, with a cargo of 140 bales of cotton, which was immediately delivered to an English house at this place for transshipment to England. As usual, this vessel was forthwith invested with British nationality by her Britannic Majesty's consul at this port, and on the 16th instant she left here for the port of Galveston, where another cargo of cotton awaits her for Tampico.

Previously to her departure from this port her nominal owner, Mr. David Jolly, came to this consulate and made an energetic demand for a license to warrant a clearance for New Orleans, which was peremptorily and disdainfully refused.

From a Mr. Dempsey, who came from Galveston in the *Sarah*, I learn that that vessel sailed from that port on the 3d of August last, in company with three other cotton-loaded rebel vessels, bound for this port; but as they have not arrived here, it is to be presumed they are lost or captured.

The exemption of the port of Matamoras to the restrictions of the blockade of those Mexican ports by the French squadron under Rear-Admiral Bosse, whose inhabitants do not adhere to the dictatorial intervention of the Emperor of France, serves to enhance to an alarming degree the injury which French and British smugglers are inflicting on our Government by the constant introduction of contraband of war at that port, as well as to aid them in bringing out of the same and the ports of Texas large quantities of cotton.

Large sums of money are now in deposit in skillful hands in this place to facilitate such operations.

Yesterday a British iron steamer, called the *Smoker*, while engaged in loading a British vessel outside the bar with 80 bales of cotton taken from the *Sarah*, was stranded on the beach, all of which will be a total loss.

Under these circumstances I trust that I may venture to suggest that if it could enter into your views to cause our vessels of war to touch here periodically, taking the coast from Point Isabel, [Tex.], to this port en route, it would soon be the means of putting a final check to this forced trade, which has become so extremely prejudicial to the power and influence of our Government and mortifying to our loyal countrymen abroad.

I have the honor to be, with great esteem and respect, your most obedient servant,

FRANKLIN CHASE.

Hon. GIDEON WELLES,
Secretary of the United States Navy, Washington.

Order of the Secretary of the Navy to Lieutenant-Commander Low, U. S. Navy, commanding U. S. S. Octorara, to report for duty at New Orleans.

NAVY DEPARTMENT, *September 22, 1863.*

SIR: Proceed with the U. S. S. *Octorara* to New Orleans and report to Commodore H. H. Bell, or the senior commanding officer present, for duty in the Western Gulf Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Lieutenant-Commander W. W. Low,
Commanding U. S. S. Octorara, West India Squadron.

Report of Commander Mullany, U. S. Navy, commanding U. S. S. Bienville, giving the cause for deviation from orders to proceed to Tampico, Mexico.

U. S. S. BIENVILLE,
Off New Orleans, La., September 22, 1863.

SIR: I have the honor to report my arrival from off Galveston with this ship under my command.

Subsequent to the reception of your order of the 3d instant, directing me to proceed with this ship to Tampico via Rio Grande and thence to New Orleans, I received orders from Captain Gillis, senior officer commanding on the coast of Texas (copies of which are herewith enclosed), which required me to deviate so far from your instructions as not to visit Tampico unless on my arrival at the Rio Grande more important information could be obtained in relation to that place than I was previously in possession of.

I arrived at the Rio Grande on the 16th instant, and as no additional information could be obtained there I was governed by Captain Gillis's order of the 14th instant in returning to the station off Galveston.

My ability to promptly execute the service required of this ship has been greatly impeded within the last four weeks by many imperfections developed in the boilers, which have rendered it necessary to haul fires and blow off steam for repairs several times, thus rendering the ship quite inefficient while off the enemy's coast.

Very respectfully, your obedient servant,

J. R. M. MULLANEY,
Commander.

Commodore H. H. BELL,
Commanding West Gulf Blockading Squadron,
Off New Orleans, La.

Abstract log of the U. S. schooner Kittatinny, Acting Master I. D. Seyburn, U. S. Navy, commanding.

September 22, 1863.—Latitude 28° 42' N., longitude 95° 38' W. At 9 a. m. saw a schooner to westward. Gave chase. They ran her on the beach, set her on fire, and abandoned her. We gave her several shots, broadside guns; some of them went over and struck the beach. Sent the first cutter (to see if she was well on fire) in charge of Mr. Jackson, accompanied by Mr. De Grosse and Mr. Sprague. They received a volley of musketry from the shore, striking the boat in several places, wounding John Hart in the back, the ball passing clear through him. Boat returned, the schooner being completely on fire. Made sail and stood off. No surgeon on board.

September 24.—At 11 a. m. came to anchor off Galveston. Lowered gig; commanding officer proceeded on board flagship. At 1:30 p. m. gig returned with captain and fleet surgeon. At 2:30 p. m. sent the wounded man on board the *Ossipee*. From 4 to 6 p. m. lying at anchor off Galveston.

Capture of the U. S. Army steamer Leviathan and recapture of the same by the U. S. S. De Soto, September 22, 1863.

Order of Commodore Bell, U. S. Navy, to Captain Goldsborough, U. S. Navy, for the pursuit of the captors.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, September 22, 1863.

SIR: At 4 a. m. to-day about 25 men landed from boats at South West Pass and captured screw tug *Leviathan* and put off to sea. She stood to the eastward several miles and was last seen standing to the southward and eastward. She draws between 9 and 11 feet and will either make for Mobile Bar by night or for Havana. She has no guns; they are armed with swords and pistols.

Place the *Eugenie* in the channel above the Swash at night to intercept her, giving her directions to come out at early dawn.

I have sent out the *Tennessee* in pursuit and the *Circassian* will follow in chase immediately.

I am, very respectfully, your obedient servant,

H. H. BELL,

Commodore, Comdg. West Gulf Blockdg. Squadron pro tem.

Captain JOHN R. GOLDSBOROUGH,

U. S. S. Colorado, Senior Officer off Mobile.

[Letter of same date and like tenor to Lieutenant-Commander W. K. Mayo, U. S. Navy, commanding U. S. S. *Kanawha*, off Ship Island.]

Report of Commodore Bell, U. S. Navy.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, September 24, 1863.

SIR: I would respectfully inform the Department that at 4 a. m. on the 22d instant some 25 rebels, or pirates, landed on the outside marshes of the South West Pass and, wading through mud and grass, seized the screw tug *Leviathan*, lying at a coal wharf near that light-house, and put to sea.

The *Circassian*, *Tennessee*, and *Aroostook* being detained in quarantine (although healthy), I telegraphed them, being the only available vessels here, to go in pursuit. Fortunately, the army transport *Crescent* arrived at the Pass about two hours after and went in pursuit, having taken on board from the U. S. ship *Pampero* Acting Master Edward Herrick and some of her crew. Shortly after the *De Soto* met the *Crescent*, and, joining in the pursuit, the former recaptured the *Leviathan* about 40 miles at sea and brought her into this port.

The parties engaged appear to have been regularly commissioned by the Confederate authorities.

Captain William M. Walker, commanding the *De Soto*, will report in full to the Department.*

I have the honor to be, your obedient servant,

H. H. BELL,

Commodore, Comdg. West Gulf Blockdg. Squadron pro tem.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

* See Series I, volume 17, pp. 556-559.

Abstract log of the U. S. S. *De Soto*, Commander W. M. Walker, U. S. Navy, commanding.

September 22, 1863.—At 6 a. m. discovered the South West Pass light-house and the shipping off the bar. Passed several sails standing to the westward. At 7 took pilot on board and headed in for the mouth of the Mississippi. Exchanged numbers with the U. S. bark *W. G. Anderson*. At 7:25 the U. S. quartermaster's steamer *Crescent* came out and spoke us, giving us the information that a steamer had been captured by rebels during the night and had gone off to sea. Ran off to the southeastward and soon discovered a sail bearing about S. E. by S. $\frac{1}{2}$ S. Gave chase and ascertained her to be a steamer with sail set. At 7:30 South Pass light-house bore per compass N. E. by E. and South West Pass light-house N. W. by N. $\frac{1}{2}$ N. At 8 a. m. in chase of the steamer, accompanied by the *Crescent*. From 8 to meridian in chase of the steamer and gaining rapidly. At 10:30, after firing three shell at the steamer, she stopped. Boarded and took possession of her. She proved to be the U. S. quartermaster's steam tug *Leviathan*, which had been captured by Acting Master David Nichols, C. S. Navy, and 17 men; who all professed to belong to the C. S. Navy. The captain, engineer, and his firemen and coal heavers were also on board, the remainder of the crew having been set adrift 9 miles from the Pass. At 11 the boat returned, and receiving the report that she was ready to proceed to the Mississippi, the boat was hoisted and steamed back to the Mississippi, accompanied by the prize *Leviathan*. The *Crescent* also turned back, being astern at the time of the capture. At 4 p. m. anchored off Pilot Town. The prize *Leviathan* anchored near us. From 4 to 6 p. m. the prisoners on board the *Leviathan* were placed in single irons under sentry's charge.

Shipping articles.

	Signature of recruit in his own handwriting.	Rating.	Wages per month.
1	David Nicols	Acting master	Without pay.
2	Henry Skinner	Engineer	Do.
3	George H. Merryfield	Seaman	Do.
4	E. Hewett	do	Do.
5	John Bryce	do	Do.
6	J. W. Ramsay	do	Do.
7	Jerome Beal	do	Do.
8	Wm. Wisdon	do	Do.
9	John Thompson	do	Do.
10	W. P. Cantillon	do	Do.
11	P. Garrity	do	Do.
12	James Burroughs	do	Do.
13	Charles Lang	do	Do.
14	Walter Warrelman	do	Do.
15	Jas. E. Rasini	do	Do.
16	Wm. Connell	do	Do.
17	Oliver Baym	do	Do.
18	H. H. Gorden	do	Do.
...	F. D. Hanscom	do	Do.
...	Daniel Marry	do	Do.

PROVOST-MARSHAL OFFICE,
Mobile, August 19, 1863.

Captain David Nicols and crew, having been duly sworn, are hereby granted permission to pass the forts and obstructions on their projected voyage from this port.

J. C. DENIS, [SEAL.]
Major and Provost-Marshal.
 M. CHESTER,
Assistant.

J. M. SPENCER,
Commanding Officer C. S. Steamer Baltic.

AUGUST 20.

U. S. PRIZE COMMISSION'S OFFICE,
New Orleans, September 26, 1863.

A correct copy of the shipping articles found on board of the *Leviathan*.

T. B. THORPE,
Special U. S. Prize Commissioner.

Endorsed: A.
 T. B. T.

Order of Commodore Bell, U. S. Navy, to Lieutenant-Commander Allen, U. S. Navy, to assume command of the U. S. S. New London.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, September 23, 1863.

SIR: You are hereby detached from the U. S. S. *Oneida*, and will proceed by the first public conveyance to Galveston and relieve Lieutenant-Commander Ed. E. Potter (invalided by medical survey) of the command of the U. S. gunboat *New London*.

I am, respectfully,

H. H. BELL,
Commodore, Comdg. Western Gulf Blockdg. Squadron pro tem.
 Lieutenant-Commander W. N. ALLEN,
U. S. S. Oneida, off Mobile Bar.

Order of Commodore Bell, U. S. Navy, to Acting Master Hamilton, U. S. Navy, to assume command of the U. S. S. Commodore.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, September 23, 1863.

SIR: You are hereby detached from the U. S. ship *Vincennes*, and will assume without delay the command of the U. S. S. *Commodore*, employed in Mississippi Sound and Lake Pontchartrain.

Require the officers in charge to put you in possession of all official documents, charts, etc.

I am, respectfully,

H. H. BELL,
Commodore, Comdg. Western Gulf Blockdg. Squadron pro tem.
 Acting Master John R. HAMILTON,
U. S. Ship Vincennes, Ship Island.

Report of Commander Rolando, U. S. Navy, referring to affairs at Sabine Pass.

U. S. S. SEMINOLE,
Sabine Pass, September 23, 1863.

SIR: I have the honor to forward to you a copy of a letter from Lieutenant-Commander Dana.

I have directed him to send to you by the first opportunity to New Orleans direct, Daniel Haggerty, ordinary seaman, and Peter Jackson, landsman, two of the crew of the *Harriet Lane* at the time of her capture, and whose reports of the officers and crew, now prisoners in Texas, the letter of Lieutenant-Commander Dana gives information about.

I have to inform you that liquor was given to some of my men by persons on board the coaling schooner *Manhasset*, at this place, and I would request that if another application for charter is made by her owners it will be refused.

I have to report that I have sent the U. S. S. *Arizona* to the Southwest Pass of the Mississippi River, to there await your further instructions. I have retained the *Granite City* here for your further orders.

A good deal of activity seems to pervade the people on shore at the Pass. They are moving from point to point with pickets.

The *Clifton* is still in sight from the anchorage; also a river steamer and a three-masted schooner.

Your obedient servant,

H. ROLANDO,
Commander, U. S. Navy.

Commodore H. H. BELL,
Comdg. Western Gulf Blockdg. Squadron pro tem., New Orleans.

Letter from the Secretary of the Navy to Commodore Bell, U. S. Navy, regarding orders given to the U. S. S. Colorado in view of sickness prevailing on that vessel.

NAVY DEPARTMENT, September 23, 1863.

SIR: Fearing that the sickness on board of the *Colorado* may not have disappeared, the Department has ordered the *Richmond* to proceed off Mobile and relieve her. Captain Goldsborough has been given permission to proceed with the *Colorado*, on being relieved, to Portland, Me., unless the fever shall have disappeared and his proceeding north is not considered as a sanitary measure. Captain T. A. Jenkins, commanding the *Richmond*, has been directed to report to you by letter.

Orders were yesterday sent to the *Octorara*, of the West India Squadron, to proceed to New Orleans and report to you; also to the *Port Royal*, of the East Gulf Squadron, on being relieved by the *Tioga* from the West India Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commodore H. H. BELL,
Comdg. West Gulf Blockdg. Squadron pro tem., New Orleans.

Order of the Secretary of the Navy to Captain Goldsborough, U. S. Navy, commanding U. S. S. Colorado, to proceed to Portland, Me.

NAVY DEPARTMENT, September 23, 1863.

SIR: On being relieved by the *Richmond*, which takes out this communication, you are at liberty to proceed with the U. S. frigate *Colorado*, under your command, to Portland, Me., unless the sickness on board shall have so far disappeared that you do not consider it necessary for the vessel to come north as a sanitary measure.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Captain J. R. GOLDSBOROUGH,
Commanding U. S. S. Colorado, off Mobile.

Order of the Secretary of the Navy to Captain Jenkins, U. S. Navy, commanding U. S. S. Richmond, to relieve the U. S. S. Colorado, off Mobile.

NAVY DEPARTMENT, September 23, 1863.

SIR: Proceed with all practicable dispatch with the U. S. steam sloop *Richmond* to Mobile Bar and relieve the *Colorado*, reporting to the senior officer present and by letter to Commodore H. H. Bell, commanding the Western Gulf Blockading Squadron pro tem. Transmitted herewith are orders for Captain John R. Goldsborough, commanding the *Colorado*, which you will deliver to him.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy..

Captain T. A. JENKINS,
Commanding U. S. S. Richmond, New York.

Report of Commodore Thatcher, U. S. Navy, of arrival off Mobile for command of the U. S. S. Colorado.

U. S. S. COLORADO,
Off Mobile, September 24, 1863.

SIR: In obedience to the orders of the honorable Secretary of the Navy, a copy of which is hereby enclosed, I came to this station in the supply steamer *Bermuda*, arriving here last night, and have this day assumed command of this ship, relieving Captain Goldsborough.

I am, sir, very respectfully, your obedient servant,

H. K. THATCHER,
Commodore.

Commodore H. H. BELL,
Comdg. U. S. Western Gulf Blockdg. Squadron, New Orleans.

Instructions from Commodore Bell, U. S. Navy, to Acting Volunteer Lieutenant Brown, U. S. Navy, commanding U. S. S. Virginia, regarding blockade duty on the coast of Texas.

U. S. S. PENSACOLA,
Off New Orleans, La., September 24, 1863.

SIR: You will proceed to Galveston and report to Captain Gillis, commanding the blockading forces on the coast of Texas, for blockade

duty off the coast from Galveston to the Rio Grande, in order to intercept the blockade runners and to break up, if possible, the contraband trade that is carried on with the Rio Grande. Descriptions of many vessels so engaged are herewith enclosed, though you must exercise your judgment after search as to whether they are truly so engaged or not.

When going down from Galveston look into Brazos River, Pass Cavallo, and Aransas, where some cotton-clad steamers are believed to be for attacking the sailing vessels on blockade, and you will communicate with the schooner *Kittatinny* and brig *Bohio*, stationed off these ports. Thence proceed to Brazos Santiago and the Rio Grande, and be careful not to claim nor exercise belligerent rights within Mexican waters, which begin at a line drawn at right angles to the coast, passing through the middle of the outside channel or bar of that river. Everything to an anchor north of that line, as well as on the high seas, you have the belligerent right to visit and examine, and you are expected to exercise this right steadfastly, without giving unnecessary annoyance or inconvenience, and to send into port for adjudication any vessel of whose lawful character you may have a reasonable doubt. Vessels bound to and from the Rio Grande are frequently met with on the coast much out of their courses; such vessels are unquestionably blockade runners, and should be sent in for adjudication, always informing the judge with exactness of their position when seized. On that coast it is pretty much a question of latitude, always easily ascertained. Touch Sabine Pass on your way. Never approach a blockaded port at night, unless you were previously seen approaching, and then with your lights distinctly shown.

Very respectfully,

H. H. BELL,

Commodore, Comdg. Western Gulf Blockdg. Squadron pro tem.

Acting Volunteer Lieutenant CHARLES H. BROWN,

Commanding U. S. S. Virginia, off New Orleans.

Report of Lieutenant-Commander Adams, U. S. Navy, explaining the reason for expedition under flag of truce.

PHILADELPHIA, September 25, 1863.

SIR: I have the honor to acknowledge the receipt of a communication from the Department, dated September 22, 1863, desiring a particular report of the circumstances of my meeting a brother under a flag of truce. In reply I beg to submit the following report:

In the month of July two men, a Mr. Mitchell and Mr. Harrison, were captured by the U. S. S. *Clifton*. They were released upon parole, but neglected to take copies of their paroles with them. Some time in August I received a letter from Mr. Harrison, asking me for copies of the paroles to get exchanged with or to prevent his being forced into the rebel army. By the same boat I received a note from my brother, written long before. Not being the senior naval officer, I took both letters to Commander Macomb, who read them. I asked him to permit me to give copies of the paroles to the gentlemen referred to, that it might keep them out of the army or get a man in exchange for each. I went over to Mississippi City the next morning in the

schooner *Sam Houston*, accompanied by Acting Assistant Paymaster S. Jordan, of the U. S. ship *Vincennes*. I did not expect to see my brother, for I supposed he had gone away.

On arriving off Mississippi City I anchored and sent a boat with a flag of truce to the end of the long wharf, with Acting Assistant Paymaster Jordan in charge, to say that if Mr. Mitchell and Mr. Harrison wanted to get copies of their paroles I was there to deliver them after they signed them, and if any military officer was there in command to say that if he came alongside of the schooner I would explain the object of the visit. The boat returned to the schooner with Mr. Harrison and my brother, Mr. C. A. Adams, who said he was in charge of the forces about there. I explained to him that I had come over to leave with Mr. Harrison and Mr. Mitchell copies of their paroles. After signing and witnessing the paroles we sat down and conversed a short time and then landed on the pier, walked up to Mr. Harrison's house, sat there a few moments, and then came back to the schooner and made sail for Ship Island. The whole time was not much more than an hour. I reported to Commander Macomb what had transpired and was very particular to do so in detail. The commanding officer of the *Sam Houston* and Acting Assistant Paymaster Jordan were with me all the time. The people were civil to us and nothing was said that was offensive to us as United States officers.

In explanation of the Department not having received a report of the affair I would respectfully state that I reported to my superior officer all that transpired, and I did not think it of sufficient importance to make a report of it to the Department. In regard to my going with the flag myself I would say that from the time I took command of the *Vincennes* I had been confined closely to my ship by duties and had not been out of gunshot of her. Having just been relieved as senior officer by Commander Macomb, I got his permission to go in the schooner, as much for recreation as for anything else.

Trusting that this report and explanation will satisfy the Department that no infringement of the rules for the Navy or the laws of the country was intended or executed,

I have the honor to be, very respectfully, your obedient servant,

H. A. ADAMS, Jr.,

Lieutenant-Commander, U. S. Navy.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commodore Bell, U. S. Navy, regarding an outbreak of fever on board the United States vessels at New Orleans.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, La., September 25, 1863.

SIR: I regret to inform the Department that a pernicious fever has appeared on board the United States steamers repairing at this port, from which some deaths have ensued. Some of the cases have been well-defined yellow fever, and others are recognized here by the names of pernicious and congestive fever.

I am gratified in being able to state that the disorder has not extended rapidly nor far. It is to be hoped that the approaching cold

season will soon check it. The vessels which have suffered most are those which have been lying longest off the city, namely, storeship *Fearnot*, the tug *Hollyhock*, and *Pensacola*, sloop of war.

I have the honor to be, sir, very respectfully, your obedient servant,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Commander Mullany, U. S. Navy, commanding U. S. S. Bienville, regarding the sanitary condition of that vessel.

U. S. S. BIENVILLE,

Off Galveston, Tex., September 26, 1863.

SIR: Herewith I have the honor to enclose and recommend for your favorable consideration a communication addressed to me by the medical officer of this ship in relation to her sanitary condition, and recommending that she be sent to sea to cruise for the next three weeks for the better preservation of the health of her ship's company.

On consultation with the fleet engineer I learn that temporary repairs on the boilers can be made which will enable the ship to keep the sea for three or four weeks without undue risk.

Very respectfully, your obedient servant,

J. R. M. MULLANY,

Commander.

Commodore H. H. BELL,

Commanding West Gulf Blockading Squadron.

Report of Commodore Bell, U. S. Navy, regarding the disposition of certain vessels of his command.

U. S. STEAM SLOOP PENSACOLA,

Off New Orleans, La., September 26, 1863.

SIR: After the loss of the *Clifton* and *Sachem*, and not knowing the extent of their injuries, I ordered up from the Rio Grande the *Seminole*, Commander Rolando, for blockade service off Sabine Pass; that vessel, the *Cayuga*, and *Granite City* are now on duty there.

I forward by to-day's mail Commander Rolando's report* of the seizure of the British Steamer *Sir William Peel*.

The U. S. S. *Virginia*, Acting Volunteer Lieutenant Charles H. Brown, commanding, has been sent to the Rio Grande.

I have the honor to be, sir, very respectfully, your obedient servant,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

* See p. 568.

Letter from Commodore Bell, U. S. Navy, to the commandant navy yard, Pensacola, regarding measures of defense for that place.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, September 29, 1863.

SIR: The storeship *Fearnot* is without the spars which she required of you. They can't be obtained here within a reasonable time, as the timber is not on market, and can be had only from the rebel domain. Be good enough to have them made. General Banks informed me to-day that he will send more troops to [Fort] Barrancas for defense of the navy yard and station as soon as he can find transportation. One regiment will go immediately. In the meantime, commodore, have your vessels so placed as to rake the approaches to the navy yard walls.

I am, respectfully, your obedient servant,

H. H. BELL,

Commodore, Comdg. Western Gulf Blockdg. Squadron pro tem.

Commodore WILLIAM SMITH,

Commanding Navy Yard, Pensacola.

Order of Commodore Bell, U. S. Navy, to Acting Master Bruner, U. S. Navy.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, September 29, 1863.

SIR: You are hereby detached from the U. S. Frigate *Potomac* and will assume command of the U. S. ship *Nightingale* in Pensacola Bay. I am, respectfully,

H. H. BELL,

Commodore, Comdg. Western Gulf Blockdg. Squadron pro tem.

Acting Master E. D. BRUNER,

U. S. Frigate Potomac, Pensacola Bay.

Letter from Commodore Bell, U. S. Navy, to Brigadier-General Shepley, U. S. Army, regarding a pass for provisions into the insurrectionary district.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, La., September 29, 1863.

GENERAL: I have received your communication of the 28th instant in reference to conveying a large supply of provisions and dry goods into an insurrectionary district, and which is under blockade.

The extract from the President's order which you have done me the honor to enclose to me refers to places not blockaded by the United States forces.

Notwithstanding, as you consider the supplies named in the clearance of the *Christopher Columbus* as essential for procuring the necessary lumber required for the army and city of New Orleans, I will cheerfully give the necessary pass for the provisions.

I have the honor to be, your obedient servant,

H. H. BELL,

Commodore, Comdg. Western Gulf Blockdg. Squadron pro tem.

Brigadier-General G. F. SHEPLEY,

Military Governor of Louisiana, New Orleans.

Abstract log of the U. S. S. Cayuga, Lieutenant-Commander W. H. Dana, U. S. Navy, commanding.

September 30, 1863.—Off Sabine Pass. From 4 to 6 p. m.: A vessel reported being ashore to the westward of Sabine Pass. Stood to the westward and made sail. At 6:10 p. m. came to with the port anchor in $2\frac{1}{2}$ fathoms of water off the vessel ashore.

October 1.—At 5:30 a. m. got underway and stood in toward the vessel ashore, which proved to be the coal schooner *Manhasset*, of Boston. Saw a number of cavalry on shore; fired three shots with 30-pounder rifle and three with the 20-pounder rifle guns inshore. A three-gun battery returned the fire from the shore. At 7:30 a. m. stood back for Sabine Pass.

October 2.—At 5 p. m. saw the rebel steamer *Clifton* and one of the river boats get underway from Sabine City and come as far as the light-house. At 5:10 got underway, went to general quarters, and got ready for action. At 5:20 piped down. At 5:50 came to with port anchor.

October 4.—At 9 a. m. sent a flag of truce into Sabine City. At 2 p. m. the flag of truce returned from shore.

Order of Commodore Bell, U. S. Navy, to Acting Master Tibbits, U. S. Navy, commanding U. S. S. Arizona, regarding property taken from plantations.

U. S. S. PENSACOLA,
Off New Orleans, October 1, 1863.

SIR: I have been informed by Lieutenant-Commander S. R. Franklin, senior officer of the court of enquiry sitting on board of the *Arizona*, that there is a quantity of carpeting and furniture on board that vessel which was taken from plantations up the river. You will have all such property on board of the *Arizona* properly packed and contents marked on the packages, together with the name of the estate or owner whence it was taken, and turned into the navy store, taking a receipt for the same.

Respectfully,

H. H. BELL,
Commodore.

Acting Master H. TIBBITS,
Commanding U. S. S. Arizona.

Order of Commodore Bell, U. S. Navy, to Acting Volunteer Lieutenant Wiggin, U. S. Navy, commanding U. S. S. Tennessee, to cooperate with engineer officer in examination of the Texas coast.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, October 2, 1863.

SIR: Captain Baker, U. S. Engineers, will take passage with you in the *Tennessee* for the purpose of examining Brazos River, Pass Cavallo, Pass Aransas, Brazos Santiago, and Rio Grande bars, and you will

please give him every assistance in boats, officers, and men for accomplishing the objects of his service, and return to this city as soon as finished.

I am, very respectfully,

H. H. BELL,

Commodore, Comdg. Western Gulf Blockdg. Squadron pro tem.

Acting Volunteer Lieutenant GEORGE WIGGIN,
Commanding U. S. S. Tennessee.

Order of Commodore Bell, U. S. Navy, to Captain Gillis, U. S. Navy, regarding special service on the coast of Texas.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, October 2, 1863.

SIR: You will please have the *Tennessee* promptly discharged of the provisions and stores on board of her for your squadron and allow her to proceed down the coast on special service. She will return by way of Galveston and Sabine without detention.

If you could give me exact information about the defenses at Brazos River and that bar I would be glad to receive it. Crone, the pilot, knows more about that bar than anyone I have seen; but we must keep him for the bay, unless we can't find another pilot for Brazos.

I am, very respectfully,

H. H. BELL,

Commodore, Comdg. Western Gulf Blockdg. Squadron pro tem.

Captain JOHN P. GILLIS,
U. S. S. Ossipee, Senior Officer, Comdg. off Galveston.

Order of Commodore Bell, U. S. Navy, to Commander Rolando, U. S. Navy, commanding U. S. S. Seminole, to furnish explanation in answer to complaints made by the commanding officer of H. B. M. S. Buzzard.

U. S. S. PENSACOLA,
Off New Orleans, October 2, 1863.

SIR: In the course of a call which Commander Martin, of H. B. M. steam sloop *Buzzard*, made upon me yesterday he mentioned your having spoken him off the Rio Grande, and that after having done so you followed him up, approaching "close alongside of him, your men being at quarters and tompons out," in a menacing manner; also something about harsh treatment of the crew of the *Sir William Peel* and a letter which Captain Hood, of the *Pylades*, addressed you on that subject. As I had no report from you touching those subjects, I could say nothing, and have to request you will inform me of the particulars for the information of the Navy Department if they shall require it.

In the exercise of belligerent rights the Government requires of its officers vigilance and firmness and that they shall not abate any of its claims of visitation and search. At the same time they are expected to observe a courteous deportment, carefully avoiding doing any act which we would not tolerate in others toward ourselves.

I have no doubt that the incident referred to by Commander Martin is a misapprehension which you will readily explain.

I am, very respectfully, your obedient servant,

H. H. BELL, .

Commodore, Comdg. Western Gulf Blockdy. Squadron pro tem.

Commander HENRY ROLANDO,

U. S. S. Seminole.

Report of Acting Master Smith, U. S. Navy, commanding U. S. S. Bermuda, regarding the capture of the British schooner Florrie, October 2, 1863.

U. S. S. BERMUDA,

Philadelphia, October 18, 1863.

SIR: I have the honor to report the capture of the English schooner *Florrie*, on the 2d of October, 6 miles from Matagorda, Tex., purporting to be bound from New Orleans to Rio Grande. When boarded he pretended that he did not know his position and thought he was 80 miles from the land. I seized her as a lawful prize for violating the blockade and sent her to New Orleans for adjudication. She was loaded with medicines, wines, saddles, and assorted cargo.

I have the honor to be, sir, very respectfully, your obedient servant,

J. W. SMITH,

Acting Master, Commanding.

Hon. GIDEON WELLES,

Secretary of the Navy.

Report of Commodore Bell, U. S. Navy, regarding the appointment of Lieutenant-Commander Franklin as fleet captain.

U. S. S. PENSACOLA,

New Orleans, October 3, 1863.

SIR: I have the honor to inform you that I have appointed Lieutenant-Commander S. R. Franklin fleet captain of this squadron, subject to your approval.

Lieutenant-Commander Franklin was ordered to the command of the *Oneida* by Admiral Farragut, but in consequence of commanding officers having been sent to the squadron by the Department, he is at present without a command. The services of an officer in the position to which I have appointed him are so necessary in this squadron that I have deemed it proper to do so.

I am, respectfully,

H. H. BELL,

Commanding West Gulf Blockading Squadron pro tem.

Hon. GIDEON WELLES,

Secretary of the Navy.

Order of Commodore Bell, U. S. Navy, to Commander Sartori, U. S. Navy, to assume command of the U. S. ship Portsmouth.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, October 3, 1863.

SIR: You will proceed without delay on board of the U. S. ship *Portsmouth* and assume command of her.

I am, very respectfully,

H. H. BELL,
Commodore, Comdg. Western Gulf Blockdg. Squadron pro tem.
Commander LEWIS C. SARTORI,
New Orleans.

Report of Commodore Bell, U. S. Navy, regarding the disappearance of fever on board the U. S. S. Colorado and other vessels.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, October 3, 1863.

SIR: I am happy to inform the Department that the fever which appeared on board of the *Colorado* off Mobile Bar, and of the vessels lying in this river, has disappeared, except a few cases convalescing in the hospitals.

The *Colorado* and *Gertrude* were the only vessels that took the fever while on outside blockade. The *Gertrude* went into Pensacola and I have no definite advices from there.

I have the honor to be your obedient servant,

H. H. BELL,
Commodore, Comdg. West Gulf Blockading Squadron pro tem.
Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Instructions from Commodore Bell, U. S. Navy, to Commodore Thatcher, U. S. Navy, upon assuming the command of the Mobile blockade.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, October 3, 1863.

COMMODORE: I have received your report of having relieved Captain Goldsborough of the command of the U. S. steam frigate *Colorado* and of the command of the blockade off Mobile Bar.

I am delighted to hear that the fever has left the *Colorado*, and trust it has disappeared from the navy yard, Pensacola, where your supplies are stored. If it shall continue there, dispatch me the *Eugenie* to the lake with requisitions for such provisions and stores as may be indispensable for the vessels on blockade off Mobile.

You must give me time to charter, load, and battle against head winds and calms. I have no steamers to send. I am loading a vessel with 700 tons coal to supply you at Ship Island. One was recently sent there with 400 tons.

The *Genesee* belongs outside of the sound and was sent inside on account of some threatened raid of rams on Ship Island, the *Jackson*, *Calhoun*, and *Vincennes* being the regular vessels for those waters. But please bear in mind that you are responsible for the entire blockade there, as well inside the sound as off the bar. You will dispose of the vessels to meet the exigencies of that service, only it is essential that you keep the *Jackson* and *Calhoun* in the sound and in sight of Grant's Pass. I have to request you to keep your vessels on blockade as long as you can: those that you may report broken down will be relieved as soon as vessels can be repaired here to take their places.

One-fourth of the fleet are here undergoing repairs, and can be sent forth but slowly. Moreover, we are straitened for officers and crews and have to rob the vessels not ready for sea in order to send out those that are.

Look sharp for the enemy from without as well as from within. Run down, commodore, anything that threatens you from outside waters.

No vessel can stand the shock of any of yours striking her at full speed.

I am, very respectfully,

H. H. BELL,

Commodore, Comdg. Western Gulf Blockdg. Squadron pro tem.

Commodore HENRY K. THATCHER,

U. S. S. Colorado, off Mobile Bar.

Order of Rear-Admiral Farragut, U. S. Navy, to Lieutenant Watson, U. S. Navy, to report for duty on the U. S. S. Hartford.

NEW YORK, October 5, 1863.

SIR: You will proceed to New York and report to me for duty as my flag-lieutenant on board the U. S. S. *Hartford*.

Very respectfully,

D. G. FARRAGUT,
Rear-Admiral.

JNO. C. WATSON, U. S. Navy,

Flag-Lieutenant of Western Gulf Blockading Squadron.

Report of Commodore Thatcher, U. S. Navy, requesting temporary relief steamers for the Mobile blockade.

U. S. STEAM FRIGATE COLORADO,

Blockade off Mobile, October 5, 1863.

SIR: I have only time to write a line to say that we are all in usual health and to beg of you if possible to give me some relief steamers to take the place, temporarily, of the *Kanawha*, requiring repairs and coal; also of the *Lackawanna*, also out of coal, and must be absent three days just as the moon is growing small. Captain Strong desired to go to New Orleans to coal and calk spar deck; he left here just before the full moon and has not yet returned.

The little *Eugenie*, very valuable and indispensable as a dispatch boat, as also for night duty inshore, requires a complete overhaul and

calking all over, and, as it will be necessary to send her very soon into port for this purpose, can you not send me a substitute for her during her absence? Please excuse my want of method, as I hurry to get my note off by an army transport en route for New Orleans.

I am, very respectfully, your obedient servant,

H. K. THATCHER,
Commodore.

Commodore H. H. BELL,
Comdg. Western Gulf Blockdy. Squadron, etc., New Orleans.

Report of Acting Volunteer Lieutenant Brown, U. S. Navy, commanding U. S. S. Virginia, regarding the grounds of capture of the British schooner Jenny.

U. S. S. VIRGINIA,
Off Coast of Texas, October 6, 1863.

SIR: I have the honor to report that on the 6th instant, while this vessel was lying on the American side of the boundary line which separates Texas from Mexico, I saw the English schooner *Jenny* get underway from American waters to proceed to sea. I therefore sent an officer on board to examine her papers.

I found her manifest was dated September 17, while her log book showed that she did not finish loading till October 4. The manifest, the Mexican clearance, and the U. S. consul's bill of health stated New York to be her port of destination, but the owner's letter of instructions to the captain orders him to stop at Nassau and there follow the directions of Messrs. Saunders & Son.

The English and American consuls' bills of health specify six men and no passengers, but I found a passenger on board named Louis Mund.

The provisional certificate of registry of the vessel specifies that Messrs. Hale & Co., merchants, of Matamoras, are the sole and only owners of the vessel; but by the letters of instruction to the captain, I find that a person by the name of Charles Frederic Jenny is the actual owner of this schooner *Jenny*.

I find also an agreement between Julius Schlickum (agent for Charles F. Jenny, the owner of the schooner *Jenny*) and J. Johnson, master of said schooner, by which the rate of wages is fixed for the services of the captain on the voyage, and the duties specified which he is to perform for the said Charles F. Jenny, owner of the said schooner *Jenny*.

Upon these grounds I consider her a lawful prize, and accordingly send her to New Orleans for adjudication.

Her cargo consists of 154 bales of cotton.

At the time of the capture we were lying in 7 fathoms of water, with the center of the bar bearing by compass west by south; the schooner *Jenny* was boarded when bearing to the north and west of us, distant about $1\frac{1}{2}$ miles.

Enclosed please find prize list of this vessel at time of the capture.

Very respectfully, your obedient servant.

CHAS. H. BROWN,
Acting Volunteer Lieutenant, Commanding U. S. S. Virginia.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commodore Bell, U. S. Navy, regarding the deficiency of officers and men in the vessels of his command.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, La., October 6, 1863.

SIR: I have the honor to transmit, herewith annexed, the deficiencies in the officers and crews of this squadron. I beg leave to state that in sending a vessel to sea it is necessary in every instance to take officers from those repairing here, and I would further add that there is hardly a vessel in this squadron whose efficiency is not considerably impaired for want of officers and men. I, therefore, respectfully request that these deficiencies may be supplied. I would also state the terms of enlistment of the men are constantly expiring, but I am compelled to retain them until their places can be supplied by recruits.

I have the honor to be, very respectfully, sir, your obedient servant,

H. H. BELL,

Commodore, Comdg. West Gulf Blockdg. Squadron pro tem.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure.]

List of officers and men deficient in the Western Gulf Blockading Squadron.

Officers.		Men.	
Lieutenant-commanders.....	3	Seamen	265
Lieutenants	15	Ordinary seamen.....	343
Acting ensigns and masters	40	Landsmen	562
First assistant engineers.....	1	First-class firemen	4
Second assistant engineers.....	2	Second-class firemen	32
Third assistant engineers.....	8	Coal heavers	24
Acting assistant surgeons.....	2	Boys	53
Acting masters' mates.....	40	Marines	3

Report of Acting Master Lamson, U. S. Navy, commanding U. S. S. Granite City, regarding expedition for the destruction of the British schooner Concordia.

U. S. S. GRANITE CITY,
Off Sabine, October 6, 1863.

SIR: Agreeably to your orders I left this anchorage at 2 a. m. yesterday for Calcasieu Pass, to ascertain if the English schooner *Concordia* had succeeded in running the blockade at that place, and if so, to either capture or cause her destruction. At daylight anchored off the pass and discovered the schooner in the bayou, some 5 miles distant. I immediately armed and dispatched first cutter and gig under command of Acting Master A. H. Atkinson and Acting Ensign Berry for the purpose of destroying or capturing her. The boats pulled into the bayou and approached within three-quarters of a mile of the schooner, when they discovered a considerable cavalry force upon the bank near her anchorage, but continuing to advance soon discovered the schooner to be on fire, fore and aft. Having remained sufficient time to be certain of her destruction, and the cavalry approaching, deemed it prudent to make the best of their way out; but I am happy to say that the object of the expedition was fully accomplished.

It gives me pleasure to add that Acting Master Atkinson has been in the service since July, 1861, and has always been prompt and forward in volunteering for any and every service of this kind, and is particularly energetic and zealous in the performance of all his duties.

I would respectfully request you to forward this report to the Department, if it meets your approbation.

I have the honor to be, respectfully, your obedient servant,

C. W. LAMSON,
Commanding.

Commodore HENRY ROLANDO,

U. S. S. Seminole, Commanding off Sabine Pass, Texas.

Letter from Rear-Admiral Farragut, U. S. Navy, to the Secretary of the Navy, requesting instructions regarding his return to duty.

ASTOR HOUSE, N. Y., October 6, [1863].

SIR: I am informed by Captain Jenkins that steam will be gotten up on the *Richmond* to-day, to test the boilers and engines, and that she will be ready for sea in two or three days. The *Hartford* will not be ready in two or three weeks, if so soon. I can sail in the *Richmond*, if such is the wish of the Department.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Order of the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, to return to duty in the U. S. S. Hartford when that vessel is ready for sea service.

NAVY DEPARTMENT, October 7, 1863.

SIR: In reply to yours of the 6th instant, the Department informs you that it does not require you to go out in the *Richmond*, but desires that you will urge the preparations of the *Hartford* for sea service, in order that you may reach your station by the end of the current month.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,

Commanding West Gulf Blockading Squadron, New York.

Letter from Commodore Bell, U. S. Navy, to the Chief of Bureau of Construction and Repair, requesting direction in the matter of the raising of the U. S. S. Varuna.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, October 7, 1863.

SIR: I informed you on the 11th September that Captain S. B. Miller, the agent of Bushnell for raising the *Varuna*, had informed me of

his readiness to begin the work. He subsequently examined her and stated to me that he could not obtain here the necessary means for raising her and would have to go to New York for them, and I have not heard from him since.

A few days ago, however, a party with whom Admiral Farragut contracted for raising the wrecks of rebel vessels sunk in the river, and who are provided with the requisite conveniences, informed me that Mr. Bushnell's agent has proposed to them to raise the *Varuna*, and wished to know if I would sanction the contract. I told them I would not without your direction. I think, however, this party would raise her promptly.

In the present stage of the river the *Varuna* is quite accessible. When the water rises she will be submerged and more difficult to work upon.

I have the honor to be, your obedient servant,

H. H. BELL,

Commodore, Comdg. West Gulf Blkdg. Squadron pro tem.

JOHN LENTHALL, Esq.,

Chief of Bureau of Construction and Repair, Washington.

Report of Commander Rolando, U. S. Navy, transmitting report regarding two vessels, carrying ammunition to the Confederates, discovered off Calcasieu River.

U. S. S. SEMINOLE,

Sabine Pass, October 13, 1863.

SIR: Enclosed I forward to you a report from Lieutenant-Commander Dana, of the *Cayuga*, of a reconnoissance on which I sent him on the morning of the 7th, as far as Mernientau River, looking into Calcasieu on his way there and back. Of its successful result you will see the importance from the destruction of powder on its way to the rebels in two schooners, which were destroyed by Lieutenant-Commander Dana.

I have no doubt that the rebels are supplied through these two inlets with quantities of arms and ammunition.

I would request that another vessel be added to this blockade for the express purpose of enabling me to spare one to cruise up and down the coast as far as these passes and stop the supply of arms and powder which is finding its way into Texas through these facilities.

The rebels in Sabine Pass have the *Clifton* and *Sachem* in working order. We see them daily moving up and down the pass under steam, and besides them, four cotton boats. So you will see that none of my present force can be spared from here without weakening that left too much, and I would request that another vessel might be added to the present force here, as the rebels outnumber us two to one, now that the *Clifton* and *Sachem* are in working order.

Your obedient servant,

H. ROLANDO,

Commander, U. S. Navy.

Commodore H. H. BELL,

Commanding Western Gulf Blockading Squadron pro tem.

[Enclosure.]

U. S. S. CAYUGA,

Off Sabine Pass, Tex., October 8, 1863.

SIR: I have the honor to report that on the morning of the 7th instant, while off Calcasieu River, Louisiana, saw a schooner and a sloop, both under sail, and both some distance from the mouth of the river, near the lake. While watching their movements, made a sail to the eastward and stood for her (a schooner trying to get into Mermentau River). I fired several shots, some of which fell near her. She went ashore three-fourths of a mile from the beach and dropped her main peak. I manned and lowered boats, and at that time another sail was made on our starboard bow to the eastward. I sent one boat to the vessel which was already aground and stood for the other sail, which was working inshore, the wind offshore. A rain squall came up and for a time I lost sight of her. When the weather cleared up I saw she was quite a large schooner and in range of how gun. After firing one shell, which struck very near her, she immediately went about and the next moment blew up, leaving nothing in sight but some burning fragments. How she could go about in the manner she did without some person on board I can not imagine. Her boat was shortly afterwards discovered halfway inshore. At the time of the explosion the *Cayuga* was within three-fourths to 1 mile of her, and I judge she must have had a large amount of powder on board, from the concussion and great cloud of smoke which hung over her, and her being blown to atoms.

I immediately stood into 2 fathoms water, as near as I could approach the other vessel, which proved to be the *Pushmataha*, from Havana, with a cargo of rum, claret, and gunpowder. On our boat's crew getting on board of her, it was discovered that she had been set on fire by her crew, which had left her a few minutes before and were pulling for the shore. One of a number of kegs of powder had been opened, and a match, which was inserted in the hole, was on fire; this was taken out and, with the keg, thrown overboard by Thomas Morton, ordinary seaman. The cargo was all taken out by boats, and, after working until 4 p. m. trying to heave her off with an anchor, finally set fire to her, leaving 2 kegs of powder, which blew the after part of the vessel to pieces and burned her to the water's edge. The English ensign was found on board the *Pushmataha*, also her papers. Her muster roll, which contained the names of 2 Englishmen, 1 Italian, and 1 Portuguese, was dated Havana, September 22, 1863, and was signed by John V. Crawford, her Britannic Majesty's acting consul-general in Cuba.

The powder found on board was of French manufacture (10 kilograms to the keg).

A few articles which are very necessary to the vessels of the squadron have been retained and distributed. The spirituous liquors will be sent to New Orleans.

Very respectfully, your obedient servant,

W. H. DANA,

Lieutenant-Commander Commanding U. S. S. Cayuga.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of Commodore Bell, U. S. Navy, to Commander Mullany, U. S. Navy, commanding U. S. S. Bienville, to proceed to New York.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, October 8, 1863.

SIR: The boilers of the *Bienville* requiring extensive repairs, you will proceed in the *Bienville* to the navy yard, New York, for the needful repairs, and report your arrival there to the honorable Secretary of the Navy.

Very respectfully,

H. H. BELL,
Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Commander J. R. M. MULLANY,
Commanding U. S. S. *Bienville*, New Orleans.

Report of Commodore Bell, U. S. Navy, regarding the departure of the U. S. S. Bienville for New York.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, October 8, 1863.

SIR: The *Bienville*, under the command of Commander J. R. M. Mullany, requiring extensive repairs which can not be done here for want of materials, has been ordered to proceed to the navy yard, New York, for the needful repairs, and will start to-day.

I have the honor to be, your obedient servant,

H. H. BELL,
Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commodore Bell, U. S. Navy, regarding sanitary conditions in the squadron under his command.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, October 8, 1863.

SIR: I would respectfully inform the Department that the malady which has affected some of the vessels at this port still continues to manifest itself, though in a rather milder form since the weather has become cooler. There are not so many fatal cases as at its first appearance.

The *Pensacola*, *Estrellu*, *Pinola*, *Fearnot*, and *Hollyhock* are the only vessels that have been infected. I am happy to state that the fever has disappeared entirely from the *Colorado* and that the blockade off Mobile is in a good sanitary condition.

The reports from Pensacola Bay have been so unsatisfactory that I can write nothing definite about the health of the vessels there, although I understand they have suffered quite severely.

I have the honor to be, your obedient servant,

H. H. BELL,
Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Commodore Bell, U. S. Navy, regarding the improved sanitary conditions on board the U. S. S. Colorado.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, October 8, 1863.

SIR: I have the pleasure to inform the Department that the fever has entirely disappeared from the *Colorado*, and there appears to be no sufficient reason for sending her north as a sanitary measure at this time, although I think it should be done in the course of the coming winter, in order to effectually disinfect the ship in anticipation of next summer.

I have the honor to be, your obedient servant,

H. H. BELL,
Commodore, Comdg. Western Gulf Blockdg. Squadron pro tem.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Endorsement.]

Direct the *Colorado* to arrive in Portsmouth, N. H., about the 1st of February, 1864.
[G. V. F.]

Report of Acting Ensign Clark, U. S. Navy, regarding his capture, October 8, 1863, imprisonment, and parole.

MIDDLETOWN, CONN., October 25, 1864.

SIR: I have the honor to report that on the 8th of October, 1863, while attached to the U. S. schooner *John Griffith*, Acting Master Henry Brown, commanding, off Big Bayou [Bayou Grande], Pensacola, Fla., I was sent ashore for the purpose of getting spars for boat, taking with me the dingey and Sylvester Comither (captain's cook, colored). While there I discovered the enemy and immediately jumped into my boat and pulled for the vessel. When about 30 feet from the shore the enemy came down and ordered me to surrender, threatening to shoot me if I did not comply. Seeing no chance to escape I surrendered myself and man prisoners of war to Brigadier-General Clanton, C. S. Army. I was taken to Mobile, and left on the 20th for Richmond, Va., leaving Sylvester Comither there, and have not seen or heard of [him] since.

On the 18th of October, 1864, I was paroled at Richmond, Va., and arrived inside of our lines on that date.

Very respectfully, your obedient servant,

ROBT. M. CLARK,
Acting Ensign, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of commandant Pensacola navy yard, regarding capture of Acting Ensign Clark, U. S. Navy, from U. S. schooner John Griffith, October 8, 1863.

COMMANDANT'S OFFICE,
Navy Yard, Pensacola, Fla., October 12, 1863.

SIR: In the evening of the 8th instant I received a note from Colonel [William C.] Holbrook, the commanding officer at Barrancas,

informing me that late in the afternoon the enemy had attacked his pickets, and after a short skirmish retreated into the woods; he judged their force to be about 200; he thought they were feeling the positions of the negro pickets.

On the next day, the 9th, late in the afternoon, another but slighter attack was made on the pickets near Barrancas with musketry, which was answered by musketry and a few discharges from howitzers. The commanding officers of our vessels anchored off the mouth of the Big Bayou [Bayou Grande], hearing the firing, and thinking some of the enemy might be in the thick woods on the north side of the bayou, fired a few shot and shell in that direction, but without any good result, as no enemy was there; they had been gone some hours, as we have since learned.

On the 9th [8th], in the forenoon Mr. Robert M. Clark, acting ensign on board the schooner *John Griffith*, one of the vessels lying off the bayou, was, with a negro man, ordered on shore on the south (our) side the bayou to cut a sapling for boat's mast. They crossed over to the north (enemy's) side, where they were captured, as was also a man known as "Old Tom," who lived near the mouth of the bayou.

Yesterday, the 11th instant, "Old Tom" returned and informed the officers at the bayou that the enemy's force was 1,000 infantry, under the immediate command of Brigadier-General Clanton, whose headquarters are at Pollard, about 50 miles from here. On leaving the vicinity of the bayou on the 9th instant, they proceeded toward Pollard, and halted at a picket station about 16 miles from Pensacola, where were 500 cavalry. At this place "Old Tom" was released.

The troops had no provisions except what they carried in their haversacks, and could remain but a very short time. What was the object of their visit I am unable to say.

If it was for a reconnoissance they have learned that any attack made on this place without artillery must fail; and if they make another attack they will probably be furnished with that arm.

It is reported that Clanton said he was only after the negro soldiers; that he would not fire on the white pickets, but that every black picket that could be seen would be shot.

A regiment of negro infantry, 500 strong, was sent here a short time since from New Orleans, and another regiment of the same kind is expected in a few days.

I have the honor to be, very respectfully, your obedient servant,

W. SMITH,

Commodore, Commanding.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Abstract log of the U. S. schooner John Griffith, Acting Master H. Brown, U. S. Navy, commanding.

October 8, 1863.—At 11:30 Mr. Clark and Comither went on shore to cut boat masts. At 4 p. m. Mr. Clark and Comither not returning, sent the second cutter close in to shore to learn something of them. Boats returned without any word of them. From 6 to 8 got the schooner in position for shelling the shore. At 8 sent boat to the navy yard with letter to the flag-officer. At 8:30 cast loose our guns.

Learned that Mr. Clark, executive officer, and Sylvester Comither had been captured at 12 noon by the rebels.

October 9.—At 12:30 a. m. the pickets on shore fired a musket. From 8 to 12 noon: Manned and armed the first cutter and sent ashore to bring off the skiff left by Mr. Clark. From 4 to 6 p. m.: Heard skirmishing in the woods. Went to quarters and fired three 6-inch shell from port broadside. Then opened with the mortar and fired four 13-inch shell. It appeared quiet on shore. Ceased firing. At 7:30 p. m. the *Jasmine* and *Bloomer* came up and took position ahead of us. Our pickets on shore signaled that the enemy were crossing the bayou. Opened with the broadside, fired twenty 6-inch shell and consumed 160 pounds of powder. At 8:30 p. m. opened with the mortar and fired three shell.

October 11.—From 12 to 4 p. m.: Sent a flag of truce on shore to communicate with "Old Tom," who had been captured with Mr. Clark. He had been released and brought a letter from Mr. Clark. Sent to the navy yard to get the commodore's approval to send Mr. Clark's and Comither's clothing.

Letter from the Secretary of State to the Secretary of the Navy, transmitting consular information.

DEPARTMENT OF STATE,
Washington, October 9, 1863.

SIR: I have the honor to transmit herewith, for your information concerning the maritime operations of the insurgents, a dispatch (No. 156) received from our consul at Liverpool.

Agreeably to your request of to-day, I enclose also a dispatch dated May 23, 1863, from the U. S. consul at London in reference to the *Sir William Peel* and other vessels.

I will thank you to return the dispatches.

I have the honor to be, sir, your obedient servant,

WILLIAM H. SEWARD,
[Secretary of State.]

HON. GIDEON WELLES,
Secretary of the Navy.

[Enclosures.]

UNITED STATES CONSULATE,
London, May 23, 1863.

SIR: I received the accompanying letter last evening, and the information it contains about the Rio Grande trade, the *Edward Hawkins*, etc., is of interest to be made known to the Navy Department. I therefore forward it to you.

Your obedient servant,

F. H. MORSE.

HON. WM. H. SEWARD,
Secretary of State.

P. S.—When W. F. some time since told me about McKay, I enquired if he would go to New York, and was told that it was his wish to go there and make it his home, and I think I have arranged to send him off there with but little, perhaps no expense to us.

W. F. seems to have but little idea of the strength of the evidence required to take a ship at sea, but I have hardly a doubt but that his statement about the two ships is true. Both vessels are large and do not draw less than 17 or 18 feet of water, consequently can not lay within 7 or 8 miles of the Mexican coast. From where they will lay they will send their cargoes to Texas.

F. H. M.

[Subenclosures.]

LIVERPOOL, ENGLAND, *May 22, 1863.*

DEAR SIR: You may safely order the departments at home to capture the steamers *Sir William Peel* and the *Edward Hawkins*. I have to-day obtained conclusive evidence of all I have written about them, and this man, McKay, who was the carpenter on the *Hawkins*, must go to New York.

I paid a visit to Laird's yard to-day and both rams are getting on finely; the one that was behindhand will be brought up with the other; putting the timber on both. I have obtained evidence beyond all cavil as to who they are for, viz, the rebels of the South.

Yours, etc.,

W. F.

AMERICAN CONSUL,
London.

LIVERPOOL, ENGLAND, *May 22, 1863.*

DEAR SIR: The *Gladiator* is up for Matamoros, loading for the rebels, taking no other freight. I say she is up for Matamoros; that is, her advertisement says so, that is all the Matamoros she is loading for. Will write you more about her.

I had a talk last evening with McKay. He knows a great deal more than I thought. I mentioned the fact of the *Hawkins* taking a load of cotton from Brownsville, Tex., to Havana, Cuba, and last evening McKay tells me that she carried back from Havana to Brownsville, Tex., a load of arms, ammunitions, etc., made up into square cases and covered over with gunny bagging, and it was passed off to those seeing it go aboard as gunny bags. It was stowed in the main hold, over which the *Hawkins* has a platform or additional deck, on the which at that time for a blind he covered with fruits, oranges, etc., and now at this time she has that platform covered over with coals, and under that platform now at this time (wherever the *Edward Hawkins* is) she has a cargo contraband rebel goods. You can report her or not as you like. I have done all I can do in the premises—that is, to detect and report her and the *Peel*. There are other vessels gone to the mouth of the Rio Grande, and no doubt the rebels will get the best part of the cargoes they take out, but I know nothing in relation their being Confederate vessels, but in these two cases I know it and can and will go into the prize court, and hence I am attending so closely to this man McKay. How do you like the news this morning?

Yours, etc.,

W. F.

AMERICAN CONSUL,
London.

Order of the Secretary of the Navy to Acting Volunteer Lieutenant Beers, U. S. Navy, commanding U. S. S. Penguin.

NAVY DEPARTMENT, *October 9, 1863.*

SIR: Proceed with the U. S. S. *Penguin* with all practicable dispatch to New Orleans and report to Commodore H. H. Bell, or the senior commanding naval officer present, for duty in the Western Gulf Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Volunteer Lieutenant J. R. BEERS,
Commanding U. S. S. Penguin, Baltimore, Md.

Request from Major-General Banks, U. S. Army, to Commodore Bell, U. S. Navy, for the cooperation of tin-clads in Berwick Bay.

HEADQUARTERS DEPARTMENT OF THE GULF,
New Orleans, October 9, 1863.

SIR: I have the honor to inform you that I have just received a telegram from Brigadier-General Charles P. Stone, chief of staff, to the effect that—

Should any tin-clad boats from Admiral Porter's fleet arrive, the major-general commanding desires that the commanders be requested to come around immediately to Berwick Bay, to cooperate with the army in present and impending operations.

I would respectfully request that you be kind enough to notify them of this request upon their arrival, so that no time may be lost.

Very respectfully, your obedient servant,

[J. SCHUYLER CROSBY],
Acting Assistant Adjutant-General.

SENIOR OFFICER IN COMMAND,
U. S. Squadron, at New Orleans.

Letter from Captain Dunham, U. S. Army, to Brigadier-General Stone, U. S. Army, on his return from an interview with Rear-Admiral Porter, U. S. Navy, at Cairo, Ill.

HEADQUARTERS DEPARTMENT OF THE GULF,
New Orleans, October 9, 1863.

GENERAL: When I arrived at Cairo, Rear-Admiral Porter informed me that he had already sent down three tin-clads, but said that he deemed it unnecessary, as well as impracticable, at the present time to send any ironclads into this department, because of the low stage of the Mississippi. Lieutenant [J. Gales] Ramsay leaves this morning for headquarters. I will forward dispatch by him, and start myself to-morrow morning.

Very respectfully, your obedient servant,

R. T. DUNHAM,
Captain and Aid-de-camp.

Brigadier-General CHARLES P. STONE,
Chief of Staff.

Letter from Commodore Bell, U. S. Navy, to Captain Gillis, U. S. Navy, regarding vessels.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, October 10, 1863.

SIR: I have sent the *Arizona* to you for such blockade service as you may deem advisable. She will take down the articles demanded by the requisitions of your vessels; also six firemen for the *Ossipee*.

The *Owasco* will be ready for sea in about two weeks and shall be sent to you.

Your broken-down vessels shall be relieved as fast as vessels can be repaired and sent out.

You will please bear in mind that I have no superfluity of vessels to take the places of others as they give out.

I would also state that I have neither officers nor recruits for distribution, but will gladly supply deficiencies as the recruits arrive. It is painful to keep men beyond their times, but it is unavoidable, unless recruits are sent out to take their places; the blockade must be maintained.

I enclose herewith a remarkable document from the crew of the *New London*, which you will please have investigated. It came to me by the *Bermuda*, but is endorsed by no officer. Please return it to me when you have done with it.

I am, very respectfully,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Captain JOHN P. GILLIS,

*U. S. S. Ossipee, Comdy. U. S. Blockading Forces,
Coast of Texas.*

Report of Captain Gillis, U. S. Navy, transmitting observations made on a cruise on the coast of Texas.

U. S. STEAM SLOOP OSSIPPEE,
Off Galveston, Tex., October 12, 1863.

SIR: The *Tennessee* returned this afternoon and will leave for Sabine Pass and New Orleans as directed.

Captain [J. S.] Baker, U. S. Army, informs me his reconnoissance has been very satisfactory. I enclose observations of Pilot Crone.

Am yet in doubt of efficiency of pilots mentioned in former letter.

I have written to Commander Rolando, enquiring why he sent the *Arizona* to New Orleans and had not communicated with me since his arrival off Sabine Pass.

We are greatly in want of vessels (steamers) on this blockade.

The *Tennessee* chased and caused to be burned a contrabandist with a quantity of powder on board. She has a small schooner in tow, captured to the southward (arms and ammunition).

Very respectfully, your obedient servant,

JNO. P. GILLIS,

Captain and Senior Officer.

Commodore H. H. BELL,

Comdg. Western Gulf Blockading Squadron, New Orleans.

[Enclosure.]

Statement of Pilot Crone on return of the Tennessee from cruise down the coast October 12, 1863.

On Rio Grande Bar.—Found 4 feet 4 inches water; no fortifications.
Boca Chica.—Nine feet of water within 30 yards of shore; supposed to be 2 feet on the bar. Saw two shanties and one tent and some men on horseback there.

Brazos Santiago.—Nine feet of water on bar; no fortifications. Five miles farther northwest, at Point Isabel, fortifications by light-house; 2 guns.

Aransas Pass.—Three guns, 32-pounders, on the point; one rifled. On another mound, interior, are two more guns.

Pass Cavallo.—Works about 2 miles back of light-house, on south side; 3 guns.

Brazos River.—On San Luis side, 3 guns mounted and outworks thrown up.

San Luis Pass.—No fortifications. One new house with porthole and lookout on top, supposed to be 25 feet high, near Galveston Point.

Report of Acting Volunteer Lieutenant Beers, U. S. Navy, stating the cause of his delayed departure for the West Gulf Squadron.

U. S. S. PENGUIN,

Off Point Lookout, Potomac River, October 12, 1863—1 a. m.

SIR: I left Baltimore yesterday morning, in obedience to orders, for the Western Gulf Blockading Squadron. I am sorry to say that on account of report made to me by the chief engineer of this vessel, that the cut-off eccentrics became loose and the machinery in general, I was obliged to stop here for the space of twenty-four hours to repair the same. At the expiration of the above-specified time I hope to be able to resume my voyage.

Very respectfully, your obedient servant,

JAMES R. BEERS,

Acting Volunteer Lieutenant, Commanding.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commodore Thatcher, U. S. Navy, regarding the chasing ashore of a steamer, supposed to be the Alice, at Fort Morgan, by U. S. steamers Kanawha and Eugenie.

U. S. S. COLORADO,

Off Mobile Bar, October 12, 1863.

SIR: I have to inform you that this morning, as soon as it became light enough to see the beach, a small steamer was discovered aground directly under the guns of Fort Morgan, and a river steamer was apparently trying to assist her off. The night and morning had been dark and rainy, so much so that objects were not visible a mile. As soon as this little steamer was discovered, Lieutenant Miller, executive officer of this ship, was dispatched in the tender *Eugenie* to reconnoiter, and Lieutenant-Commander Mayo, with the *Kanawha* (he being the inside vessel), also got underway for the purpose of attacking, and did so

in a very gallant manner; but his guns being of short range, compared with those upon the fort, and he was obliged to approach so near the enemy in order to hull him, that he was hulled himself by the fort, receiving an 8-inch solid shot in his starboard side forward of his smokestack, which struck the end of one of the main beams which supports the deck under her pivot gun, bruising and ragging the beam very much, also displacing two carlines and starting the hanging knee which secured the beam, and destroying the contents of the dispensary and cutting a splinter from the foremast. Fortunately no one was hurt. Lieutenant-Commander Mayo, however, kept up a heavy fire upon these vessels, both before and after the accident, driving the tug inside the point for shelter. He did not retire until it became evident that his guns were of too short range to destroy the steamer without a certainty of losing his vessel. In the meantime the little *Eugenie*, under Lieutenant Miller, although covered with shot from the fort, kept up a constant fire from her field howitzers and retired only with the *Kanawha*. It was believed that the 150-pounders of the *Lackawanna* and the *Genesee* would be able to reach the enemy out of range of the forts, and the attempt was accordingly made, but before they could reach a position to attack, the tug had returned from inside the point and succeeded in releasing the small steamer (believed to be the *Alice*) from her dangerous position, and towed her into the cove north of Mobile Point, both the *Lackawanna* and *Genesee* firing from their 150s within range, but with what effect we could not learn. The steamer referred to is about the size of the *Eugenie*, probably upward of 100 tons, no spars except a very short foremast, and from all appearances was outward bound when she grounded, and was probably trying to creep along shore during one of the thick rain squalls which occurred on the night and morning of the 12th. Her smokestack is visible inside, and she will be closely watched. She is reported to be flying a Spanish flag. I have every reason to believe that the greatest possible vigilance is exercised on this blockade, and that the commanders of the vessels now here are in every way worthy of their commands; but in the pitchy darkness which occasionally exists, especially during rainy nights, it is impossible to see a small object, such as a boat of 100 tons, more than 50 yards.

The *Kanawha* is at anchor close to us and our carpenter is engaged in making good her damages so far as circumstances will admit of, and we hope to have her ready for service in twenty-four hours, after which she must run to Ship Island or Pensacola for coals.

I am, sir, very respectfully,

H. K. THATCHER,
Commodore.

Commodore H. H. BELL,
Commanding West Gulf Blockading Squadron, New Orleans.

Order of Commodore Bell, U. S. Navy, to Lieutenant-Commander Bigelow, U. S. Navy, restricting the visits of flags of truce.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, October 13, 1863.

SIR: I have been informed by Acting Master J. R. Hamilton, commanding U. S. S. *Commodore*, that he convoyed from Mississippi City to Ship Island a boat under flag of truce containing rebel officers.

Boats must not be allowed to run along the coast under flags of truce; when they wish to communicate they must leave their own shores and approach our ships directly and without deviation. You will please keep me informed of the visits of all flags of truce and the objects of them. They are frequently sent out to ascertain the strength or weakness, and when so employed are not entitled to the immunities of a flag of truce. They should be discouraged as much as possible.

I am, respectfully,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Lieutenant-Commander GEO. A. BIGELOW,

Commanding U. S. S. Calhoun, Ship Island.

Report of Commander Rolando, U. S. Navy, commanding U. S. S. Seminole, regarding accusations made by the commanding officer of H. B. M. S. Buzzard.

U. S. S. SEMINOLE,

Off Sabine Pass, October 13, 1863.

SIR: I have the honor to acknowledge your dispatch of October 2, and in reply have to state that no menace was intended on my part to H. B. M. S. *Buzzard*, and Commander [Thomas H. M.] Martin labored under a great misconception when he so reported the movements of this ship as displaying a "menacing manner."

I consider it my duty when a man-of-war is made bearing the British flag to be ready to meet her and be prepared for any emergency, as the Confederates are using that flag on the ocean more than the so-called Confederate one, and I can only cite the instances off Wilmington, that of the *Florida* off Mobile, and that of Semmes off Galveston with the *Hatteras*, to justify my caution and preparation.

On the morning of the 15th of September, about 8 o'clock, I made a steamer in the offing off the Rio Grande. I got underway and stood for her, she running in toward the land and I off. I spoke her and stood back, our courses being the same toward the anchorage, and availed myself of the occasion to exercise the crew at general quarters.

The *Seminole* proved to be faster than the *Buzzard* and I slowed down nearly all the way in, to let the *Buzzard* go on, as I did not wish to pass him, from a feeling, I assure you, of courtesy.

I stopped the *Seminole* for some time and so allowed the *Buzzard* to get at least a half a mile ahead, when I stood on my course to the anchorage, and it seems very strange that my courtesy should not be understood by Commander Martin and so poorly appreciated by him.

As regards what he has said about Captain Hood's letter to me, on the subject of harsh treatment of the crew of the *Sir William Peel*, I have to say that it is the first I have heard of it.

Captain Hood's letter with my reply, was sent to you by the *Circassian*, to be forwarded to the Secretary of the Navy, and you had the perusal of the letter. All that Captain Hood says on the subject of the crew of the *Sir William Peel* is as follows:

I have the honor to request you will be pleased to acquaint me with your reasons for taking possession of the British steamer *Sir William Peel* and detaining her crew as prisoners on board the United States vessel under your command.

Now, how that can be construed by any contortion into harsh treatment, I can not see; but the reverse was the case. I could have

shipped several of her men, and on leaving the ship they expressed themselves very thankful for the kind treatment they had received.

I treated them as I did my own men, with the exception of putting them in single irons during the night, as I did not choose to allow so large a number of prisoners (42) to be at large, and I thought it a necessary precaution for the security of the ship under my charge.

Your obedient servant,

H. ROLANDO,
Commander, U. S. Navy.

Commodore H. H. BELL,
Commanding Western Gulf Blockdg. Squadron pro tem.

Report of Commander Rolando, U. S. Navy, commanding U. S. S. Seminole, regarding the wreck of the U. S. coal schooner Manhasset.

U. S. S. SEMINOLE,
Sabine Pass, October 13, 1863.

SIR: I have the honor to report that the coal schooner *Manhasset* was driven on shore in a heavy gale of wind from the southward and eastward, on the night of the 19th of September. She had been anchored about 10 miles from the shore, and I deemed her perfectly safe in the event of heavy weather, as she might have made sail and kept off the land. I discovered her on the evening of the 30th, high and dry on the beach, about 10 miles to the westward of Sabine Pass. The *Cayuga* was at once sent in and at daylight she stood into 12 feet water, near enough to ascertain it was the coal schooner and that it would be impossible for us to get her off; her masts were gone and she lay a perfect wreck on the beach, with her bows out of water. The rebels had come down with several pieces of rifle guns and were in possession of the schooner.

HENRY ROLANDO,
Commander.

Commodore H. H. BELL.

Abstract log of the U. S. S. Gertrude, Acting Volunteer Lieutenant J. P. Creesy, U. S. Navy, commanding.

October 13, 1863.—At 8 a. m. west end of Pelican Island bore N. E. by E., distant 10 miles. Standing off and on. At 11:15 sighted the fleet. Observed two rebel rams inshore. Two rebel rams lying off Fort Morgan. At 2:30 p. m. the *Lackawanna*, *Genesee*, *Kanawha*, and *Albatross* ran in toward the land and fired a few shots, but drew no answer and returned to stations. At 3:30 one of the rams went up the bay.

Order of Captain Gillis, U. S. Navy, to Acting Volunteer Lieutenant Eaton, U. S. Navy, commanding U. S. S. Circassian, to proceed to temporary blockade duty off Sabine Pass.

U. S. STEAM SLOOP OSSIPEE,
Off Galveston, Tex., October 14, 1863.

SIR: You will please proceed with the *Circassian* under your command to Sabine Pass, remain there on blockade duty until the arrival

of the U. S. S. *Seminole*, the orders for which have been sent to Rio Grande in the *Bienville*; after supplying the *Seminole* with fresh provisions, return to this anchorage for dispatches, etc.

Very respectfully, yours,

JNO. P. GILLIS,

Capt. and Senior Officer, 2d Div., West Gulf Blockdg. Squadron.

Acting Volunteer Lieutenant WM. B. EATON,
Commanding U. S. S. Circassian.

*Instructions from Commodore Bell, U. S. Navy, to Commodore
Thatcher, U. S. Navy, regarding the Mobile blockade.*

U. S. STEAM SLOOP PENSACOLA,
New Orleans, October 14, 1863.

SIR: I have received your report of the survey on the *Genesee*, and you will please order her into this port as soon as she can be spared from the blockade off Mobile.

You will so dispose of the force assigned you for the blockade of the bay of Mobile as to provide for the contingencies of repairs, which they often require.

I can not promise you any more vessels than you have until those under repair here are finished. The *Kennebec* and *Aroostook* will join you about two weeks hence.

I believe you have eight vessels on duty there. If you have, one or two of those most badly off may be readily spared to receive repairs. The *Monongahela* left the South West Pass yesterday to return to the blockade off Mobile. Two vessels are at Ship Island with coal, and a third will leave to-day. They are on heavy charters. Please do not keep all of them there without drawing upon them, though it is desirable to keep one there always to supply the vessels in the sound.

The *Richmond* should be there (Mobile Bar) by this time; also the *Port Royal*.

I am, very respectfully,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Commodore HENRY K. THATCHER,

U. S. S. Colorado, Comdg. Blockading Forces off Mobile Bay.

*Report of Commodore Bell, U. S. Navy, regarding the arrival of the
U. S. S. Arkansas without expected recruits.*

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, La., October 14, 1863.

SIR: I have the honor to inform the Department that Acting Volunteer Lieutenant David Cate, commanding U. S. S. *Arkansas*, reported for duty in this squadron on the 10th instant. She did not bring the recruits for the squadron which I had been informed would be sent by her.

The *Bermuda* delivered here 15 firemen, 5 coal heavers, 18 landmen, and 11 boys.

I have the honor to be, sir, very respectfully, your obedient servant,
H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Acting Master Starrett, U. S. Navy, regarding the condition of ordnance and ordnance stores brought by the U. S. S. Arkansas.

U. S. NAVAL ORDNANCE DEPOT,
New Orleans, October 15, 1863.

SIR: I have the honor to state to you that the U. S. S. *Arkansas* arrived here loaded with ordnance and ordnance stores two days ago, and her cargo has been discharged, but I find it in very bad condition, many of the slides and carriages being splintered and bruised and the guns marred badly from abrasions. Some of the wheels of the howitzers' carriages were broken to pieces, and nearly all boxes containing articles were broken open.

This state of affairs I attributed to the carelessness of the stevedore, or parties who stowed the cargo. I attend personally to such matters myself, and can affirm that the damage was not done in hoisting the articles out of the vessel's hold.

Commodore Bell informs me that ten 12-pounder howitzers of 750 pounds and ten 12-pounder rifle howitzers, with their ammunition and equipments, are to be turned over to the chief quartermaster of the Army for service on board their transports, etc.

This arrangement will leave us two heavy 12-pounder howitzers, smooth, and three 12-pounder howitzers, rifled, with their carriages and equipments for issue.

Besides these, I would call your attention to the fact that there are now on hand at this depot 34 carriages for 24-pounder howitzers and no guns of that description.

There are also on hand twelve 12-pounder boat carriages and sixteen 12-pounder field carriages which have no guns for them, and I suppose that the 12 and 24 pounder howitzers are on their way out in some other vessel.

I have the honor to remain, very respectfully, your obedient servant,
ADRIAN C. STARRETT,

Acting Master, in Charge Ordnance, Western Gulf Squadron.

Commander H. A. WISE,
Chief Bureau of Ordnance, Washington.

Report of Commodore Thatcher, U. S. Navy, regarding the prevalence of yellow fever on board the U. S. S. Albatross.

U. S. STEAM FRIGATE COLORADO,
Off Mobile Bar, October 15, 1863.

SIR: The gunboat *Albatross* has suffered very much with yellow fever, and to-day her commander reports that several new cases have

appeared and two recent deaths; also that his vessel rolls so deep that he can not keep his berth deck ports open for ventilation. After consultation with medical officers, I concluded, by their advice, to send her to Pensacola for a few days, where she could have smooth water to cleanse and ventilate the vessel. I can ill afford to dispense with her services, but it seems to be a case of urgent necessity. I had hoped that the prevalence of north winds would check the disease of [in] this vessel, but the contrary seems to have been the effect. I have also to send the *Kanawha* away for coal.

I am, sir, very respectfully, your obedient servant,

H. K. THATCHER,
Commodore.

Commodore H. H. BELL,
Comdg. Western Gulf Blockading Squadron, New Orleans.

Confidential letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Bell, U. S. Navy, regarding proposed attempt to subordinate the Navy to the Army in operations in the western waters.

U. S. FLAGSHIP HARTFORD,
New York, October 15, 1863.

DEAR COMMODORE: I intended to write you by the last steamer. I did not write by Captain Jenkins, as he will not arrive until long after the steamer.

I am run to death with the attention of the good people, but I am beginning to give out, as I am not able to bear my honors. I have not been able to have a day at home in a week.

The Secretary wrote me a private letter the other day, telling me that General Banks had applied to the Department for certain gun-boats to be ordered to report to him for duty on [Lake] Pontchartrain and Berwick Bay. The Secretary very properly referred him to me, as the commanding naval officer, and said that I would always cooperate with him. I now put you on your guard; there is a foolish attempt being made by the Army (you will see it in the Army and Navy Journal) to get the supreme command in the hands of the commanding general if he is senior to the naval officer, and then they will always be sure to put a senior there if possible.

I wrote the Secretary a full letter on the subject, showing the folly of such a course.

I told General Bowen, whom the Secretary told to consult with me as to what they wanted, that I intended the *Commodore* and *Calhoun* for the Pontchartrain duty, and any other light-draft boats we had—as the *Corypheus*. He wished other boats to protect the river transports, etc. I told him that was Admiral Porter's duty; it did not belong to General Banks. We will attend to the river down to its mouth and the coast; that if the soldiers will look after the shore line we will the water course, but that they must not attempt to get the control of the Navy; that they had caused disaster wherever they had exercised an influence over the officers of the Navy. They caused the loss of the soldiers landed at Galveston in disobedience to my advice; they lost the *Diana* by sending her up the Teche, and no doubt they lost the last expedition by not following your instructions; and that therefore I

will never consent to any expedition being sent away from me except under such an officer as I have confidence in, and under my instructions; and the Secretary agrees with me.

I tell you these things that you may be posted up and upon your guard.

The *Brooklyn* and *Hartford* will be ready for sea in about three or four weeks. I do not want to go down before my ships are ready, for the people will expect me to do something with nothing. They are trying to force the Department to send me to Charleston, but I think that Dahlgren is too firm in favor for me to fear that.

God bless you.

D. G. FARRAGUT,
Rear-Admiral.

Commodore H. H. BELL, U. S. Navy,
Comdg. Western Gulf Blockading Squadron, New Orleans.

Report of Acting Master Grove, U. S. Navy, commanding U. S. yacht Corypheus, regarding expedition to Bay St. Louis, Miss., for the destruction of tannery, October 15, 1863.

U. S. YACHT CORYPHEUS,
Lake Pontchartrain, October 17, 1863.

SIR: In obedience to your orders of the 14th instant, directing me to cooperate with the U. S. S. *Commodore*, Acting Master John R. Hamilton, commanding, in destroying the tannery, working for the rebel army, situated at Bay St. Louis, Miss., on the morning of the 14th instant, at 11 a. m., sailed from Lakeport for Fort Pike; arrived at 2 p. m. At 8 p. m. the U. S. S. *Commodore* took us in tow (the wind being light); at daylight of the 15th instant, being close to Bay St. Louis, the U. S. S. *Commodore* cast us off, made sail and stood into the bay, taking a position to the westward (of the place agreed on for landing), the U. S. S. *Commodore* taking her position to the eastward to cover the landing party; sent an armed boat's crew in command of Mr. Gregory, executive officer, to assist in landing troops from the U. S. S. *Commodore*.

After landing the troops and boat's crew, started for the scene of action at double quick, and I shortly had the satisfaction of seeing the smoke and flames arising from the woods in which the place was situated.

At 8 a. m. the party returned, having completely destroyed the buildings, vats, and a mill for grinding bark; also a large amount of hides stored there, said to be worth \$20,000. I am sorry we could not bring the hides off, but the place being 1 mile from the landing, and we having no means of transportation, there was no recourse but to destroy them.

During these operations the enemy did not molest us in any way, nor did they show themselves.

I learned from some refugees who sought our protection (and were brought away on the U. S. S. *Commodore*) that there was a company of cavalry stationed there, but they thought it prudent to leave on our approach.

Having reembarked the party, we started for Fort Pike; the wind, strong from the S. W. Did not arrive until midnight.

Very respectfully, your obedient servant,

FRANCIS H. GROVE,
Acting Master, Commanding.

Commodore H. H. BELL,
Commanding West Gulf Blockading Squadron.

Letter from the Secretary of the Navy to the Secretary of State, regarding four of the crew of the C. S. S. Florida, having shipped from London for New York.

NAVY DEPARTMENT, October 16, 1863.

SIR: In Mr. Morse's dispatch No. 156, dated September 26, which you communicated to me on the 9th instant, he mentions the fact of four of the crew of the rebel steamer *Florida* having shipped at London in the British vessel *Frances A. Palmer*, for New York, viz: Charles A. Grover, John Corrin, John Jackson, and John Brown.

He states that the three last-named are Southerners, and joined the *Florida* at Mobile, and that Grover belonged to one of the vessels captured and burned. The three Southerners are said to be on their way South to enter the Army or Navy.

I trust that the individuals mentioned will receive due attention on their arrival in New York.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Hon. WM. H. SEWARD,
Secretary of State.

Report of Commodore Bell, U. S. Navy, regarding the improved sanitary condition of the vessels under his command.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, La., October 16, 1863.

SIR: I have the honor to inform the Department that the health of the vessels here is gradually improving and that the cases of fever appearing are becoming milder every day.

The squadrons off Mobile Bay and coast of Texas are in good health. At the navy yard, Pensacola, the fever was gradually disappearing, latest dates from there being 12th instant.

Very respectfully, your obedient servant,

H. H. BELL,
Commodore, Comdg. Western Gulf Blockdg. Squadron pro tem.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Commodore Bell, U. S. Navy, regarding the propeller of the U. S. S. Pensacola.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, La., October 16, 1863.

SIR: I have the honor to inform the Department that the stern of the *Pensacola* having been docked, her propeller has been found

perfectly secure, and not loose, as was suspected on the occasion of her trial trip, 8th of September last.

Very respectfully, your obedient servant,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Commodore Bell, U. S. Navy, regarding the capture of the British schooner Friendship and chase of the schooner Jane, off Rio Brazos.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, La., October 16, 1863.

SIR: I have the honor to state that the U. S. S. *Tennessee* returned yesterday from the Rio Grande, whither she had been dispatched with Captain Baker, U. S. Engineers, to examine the coast of Texas. The *Tennessee* left the Rio Grande on the 10th instant. On return, off Rio Brazos captured British schooner *Friendship*, loaded with munitions of war from Havana, and at the same time chased another schooner, which was fired and blown up when 3 miles distant from the *Tennessee*. The explosion was heard at Galveston, 30 miles distant. She was discovered to be the *Jane*, of Nassau, New Providence.

Lieutenant-Commander William H. Dana, in the *Cayuga*, also has been successful in destroying two schooners on the coast of Louisiana, loaded with powder.

Commander Rolando, U. S. S. *Seminole*, off Sabine Pass, has informed me that the *Clifton* and *Sachem*, with three cotton-clad steamers, are seen daily steaming in the river there.

From all information I can obtain, I infer every blockade runner, either from or into Mobile, has been captured; and that the coast of Texas will be henceforth the principal theater for blockade runners.

Very respectfully, your obedient servant,

H. H. BELL,

Commodore, Comdg. West Gulf Blockdg. Squadron pro tem.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Order of Commodore Bell, U. S. Navy, to Acting Ensign Dyer, U. S. Navy, to resume command of the U. S. S. Eugenie.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, La., October 16, 1863.

SIR: You will proceed to Mobile Bar forthwith, and report to Commodore Henry K. Thatcher for command of the U. S. S. *Eugenie*, from which vessel you were detached and ordered as prize master of the steamer *Alabama*.

Very respectfully,

H. H. BELL,

Commodore, Comdg. West Gulf Blockdg. Squadron pro tem.

Acting Ensign N. M. DYER,

New Orleans.

Order of Commodore Bell, U. S. Navy, to Commodore Thatcher, U. S. Navy, to dispatch the U. S. S. Richmond to South West Pass.

U. S. S. PENSACOLA,
New Orleans, October 16, 1863.

SIR: Immediately upon the arrival of the *Richmond* (Captain Jenkins) off Mobile Bar, or at Pensacola, order her to proceed forthwith to the South West Pass, Mississippi River, and the captain to report by telegraph his arrival there; also what amount of coals and provisions he may require to fill him up, the latter not to exceed three month's supply.

If the *Richmond* does not arrive very soon I shall be compelled to take your most effective sloop (in engines) from that blockade for a short time.

I shall not be able to send you the vessels you ask for; they are not in the fleet to send, and such as we have are undergoing repairs and relieving each other by turns. I have to request you will bear this in mind, and send one or two into port for repairs as fast as others arrive to take their places on blockade without waiting for a complete break down.

The *Eugenie* should be calked at Pensacola navy yard in twenty-four hours.

The *Monongahela* left here two months ago in good order, and can require but little calking; she should do it within herself, or have it done at the navy yard.

I am, very respectfully, your obedient servant,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Commodore HENRY THATCHER,

U. S. S. Colorado, Commanding

U. S. Naval Forces off Mobile Bay.

Instructions from the Secretary of the Navy to Commodore Bell, U. S. Navy, regarding promotions.

NAVY DEPARTMENT, October 17, 1863.

SIR: Your letter of the 6th instant (No. 75) has been received. Your requisition for officers and men will be filled as practicable.

It has been several times ordered by the Department that the most worthy of the acting master's mates in the squadron should be advanced by the officer commanding the squadron to the position of acting ensign, subject to the approval of this Department; that in the same manner those serving in a lower capacity, who may be qualified, shall be appointed acting master's mates, and when from gallantry and good service an officer may be recommended by his commanding officer for promotion, that such recommendations, with the approval of the commanding officer of the squadron, shall be forwarded to this Department for its decision.

It is the desire of the Department to fill these appointments as far as possible from those in the squadron who have served during the war and proved meritorious.

The Department reiterates that the utmost exertions must be used to enlist contrabands to supply the deficiencies existing in the crews

of the vessels of the West Gulf Blockading Squadron, as it is with difficulty that crews can be obtained to man the vessels now fitting out.

Very respectfully;

GIDEON WELLES,
Secretary of the Navy.

Commodore H. H. BELL,
Comdg. West Gulf Blockading Squadron pro tem,
New Orleans, La.

Letter from the Secretary of the Navy to Commodore Bell, U. S. Navy, transmitting drawing of rebel cigar boat.

NAVY DEPARTMENT, *October 19, 1863.*

SIR: I transmit herewith for your information a drawing of the rebel cigar boat and torpedo with which an attempt was made to blow up the new *New Ironsides*.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commodore HENRY H. BELL,
Comdg. Western Gulf Blockading Squadron pro tem,
New Orleans, La.

Order of the Secretary of the Navy to Lieutenant-Commander Benham, U. S. Navy, commanding U. S. S. Penobscot.

NAVY DEPARTMENT, *October 19, 1863.*

SIR: Proceed to New Orleans with the U. S. S. *Penobscot* and report to Commodore H. H. Bell, or the senior commanding officer present, for duty in the Western Gulf Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Lieutenant-Commander A. E. K. BENHAM,
Commanding U. S. S. Penobscot, New York.

Report of Commodore Thatcher, U. S. Navy, commanding Mobile blockade, regarding vessels.

U. S. S. COLORADO,
Off Mobile Bar, October 20, 1863.

DEAR SIR: By arrival of the *Arkansas* I have your order to send you a well-armed vessel of war to South West Pass, there to report to you; also deficiencies in coal and provisions. The *Monongahela* is now the only one of that description left here (unless it be the *Oncida*). The *Lackawanna* is now being surveyed by a board of engineers at the request of Captain Marchand, and, if I am to believe the verbal reports, will be unserviceable for many weeks, perhaps months, in consequence of some difficulty with her shaft. I shall furnish you as soon as possible with the report. Any two of the others could have been better spared from this blockade. I shall lose the services of three vessels, which will leave me very weak. The detention of the

Albatross at Pensacola quarantine is for an indefinite time. The leaks of the *Eugenie* are in her sides and bends and can not be reached unless in smooth water; her coal bunkers are in bad condition and I have no lumber. The quarters for officers give them no protection against the rain, as they are quite open and can not be repaired without material which I can not obtain here.

Captain Strong, with the *Monongahela*, will report to you forthwith per telegraph, also deficiency in coal and provisions, if any. Neither the *Richmond* nor *Port Royal* have been heard from here, but should either arrive I shall be very glad of their services.

I have no desire to use a pennant to which I am not entitled, but beg you to let me know what will be the distinguishing flag of this ship. The flag or pennant made by Captain Goldsborough and hoisted by his order is a small blue "swallow tail," which is now flying. No other vessel than the *Albatross* is now suffering from fever.

One of my ensigns, a troublesome and insubordinate man, has tendered his resignation, which I trust may be accepted, and which I herewith forward, although the vacancy should be filled very soon, as I am already short of officers.

I am, my dear sir, very truly, yours,

H. K. THATCHER,
Commodore.

Commodore H. H. BELL,
Commanding U. S. Western Gulf Blockade, New Orleans.

Order of the Secretary of the Navy to Commodore Bell, U. S. Navy, regarding the U. S. S. Colorado.

NAVY DEPARTMENT, October 21, 1863.

SIR: Your No. 81, in reference to the *Colorado*, has been received. You will give instructions to that vessel to leave the Western Gulf Squadron in time to arrive at Portsmouth, N. H., about the 1st February, 1864.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Commodore H. H. BELL,
Comdg. Western Gulf Blockdg. Squadron pro tem, New Orleans.

Report of Lieutenant-Commander Greene, U. S. Navy, commanding U. S. ship Vincennes, regarding the capture of the schooner Syrena.

U. S. SHIP VINCENNES,
Ship Island, October 22, 1863.

SIR: I have to report that Acting Volunteer Lieutenant L. W. Pennington, commanding the steamer *J. P. Jackson*, took into custody the schooner *Syrena*. When taken the vessel was bound from Biloxi to Pascagoula. She has no cargo.

It seems that a Mr. Masick, who has two schooners loading (by authorities naval and military) cotton at Pascagoula, wrote a request or pass to the master of the schooner to come and lighten the two schooners over the bar at Pascagoula River.

Enclosed find a copy of Lieutenant Pennington's report* to me.

I have the schooner now here, and await instructions from you in regard to her.

Respectfully,

C. H. GREENE,

Lieutenant-Commander and Senior Officer

Commodore H. H. BELL,

Comdg. Western Gulf Blockdg. Squadron, New Orleans, La.

Abstract log of the U. S. S. J. P. Jackson, Acting Volunteer Lieutenant L. W. Pennington, U. S. Navy, commanding.

October 21, 1863.—Lying at anchor in South Channel. At daylight the *Calhoun* at anchor off Belle Fontaine Spit, [Mississippi Sound]. At 3 p. m. moderate breeze from east and foggy. Cleared off, saw a schooner off Deer Island, got underway to overhaul her. At 5:30 p. m. overhauled the schooner *Syrena*, of Biloxi, bound to Pascagoula. Her papers not being satisfactory, took her in tow, stood to the westward. At 8 p. m. came to anchor off Horn Island.

November 1.—At 9:30 a. m. got underway, took our prize schooner *Syrena* in tow, and stood toward Cat Island. At 2:30 p. m. anchored on the north side of Cat Island. Acting Ensign Gelett went on board the prize *Syrena*, taking Mr. Kain, pilot, Albert Lindolph, and Charles Brown; started for New Orleans.

Report of Lieutenant-Commander Greene, U. S. Navy, regarding request from Major-General Banks, U. S. Army, for the delivery of communication to Major-General Maury, C. S. Army.

U. S. SHIP VINCENNES,
Ship Island, October 22, 1863.

SIR: I have received to-day a request from E. G. Beckwith, colonel, commanding defenses at New Orleans, by order of Major-General Banks, that a flag of truce, conveying a communication to Major-General D. H. Maury, commanding Confederate forces at Mobile, may be sent.

I have dispatched the quartermaster's steamer *St. Charles* to Pascagoula in charge (temporarily) of Acting Master C. W. Pratt. Lieutenant Davidson, of the staff, conveys the communication.

Respectfully,

C. H. GREENE,

Lieutenant-Commander and Senior Officer.

Commodore H. H. BELL,

Commanding Western Gulf Blockading Squadron.

Report of Commodore Bell, U. S. Navy, regarding certain vessels.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, La., October 23, 1863.

SIR: I have the honor to inform the Department that the U. S. S. *Octorara*, Lieutenant-Commander W. W. Low commanding, reported

* Not found.

here on the 19th instant, requiring considerable repairs of her engines and extensive repairs on her boilers.

The *Port Royal*, Lieutenant-Commander George U. Morris, reported on the 21st in quarantine, although she had a clean bill of health. I sent her to the South West Pass to take in coals; then to proceed to Mobile Bar and report for blockade service there.

The *Monongahela* has been withdrawn from blockade off Mobile Bar to convoy U. S. troop transports, under Major-General N. P. Banks, down the coast.

Commodore Thatcher, commanding off Mobile Bar, reported on the 15th that yellow fever having appeared on board of the *Albatross*, he sent her into Pensacola. He also reports the boilers of the *Lackawanna*, on blockade there, to be very badly worn; the vessels on blockade are relieved as fast as others are repaired.

Very respectfully, sir, your obedient servant,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Commodore Bell, U. S. Navy, regarding the prevalence of fever on board certain vessels of his command.

U. S. S. PENSACOLA,

Off New Orleans, October 23, 1863.

SIR: I regret that I can not state to the Department that there has been some improvement in the health of the vessels in the river since the date of my letter of the 16th instant.

The cases have not been so fatal as at first, owing to the practice recently adopted of sending every case in the least equivocal to the naval hospital as soon as it appears, and thus remove the patient from the vitiated air of the ship.

Fever has appeared on board of the *Albatross* and the vessel sent to Pensacola; she had fever on board last year also.

I have the honor to be, your obedient servant,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Order of Commodore Bell, U. S. Navy, to Acting Volunteer Lieutenant Hill, U. S. Navy.

U. S. S. PENSACOLA,

New Orleans, October 23, 1863.

SIR: You are hereby detached from the command of the U. S. bark *W. G. Anderson* and will assume command of the U. S. S. *Tennessee*.

Respectfully,

H. H. BELL,

Commodore, Comdg. Western Gulf Blockading Squadron.

Acting Volunteer Lieutenant FRED. S. HILL,

U. S. Bark W. G. Anderson.

Letter from Commodore Bell, U. S. Navy, to Major-General Banks, U. S. Army, regarding measures for preventing the spread of contagion.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, La., October 23, 1863.

GENERAL: I have the honor to acknowledge receipt of your note of this date, referring, for my "information," the recommendation of the president of the board of health to send the vessels of the Navy into quarantine and prevent the transfer of sick to naval hospital.

The facts are mainly as follows: As soon as the fever appeared on board the *Hollyhock* she was sent into quarantine; the same course was pursued with the *Fearnot*, next attacked. At the suggestion of the president of the board of health individual cases of equivocal character were sent by transports to quarantine. This proved fatal in nearly all cases, and the quarantine physician recommended to keep parties sick on the other side of the river. There was no time to establish a new hospital for cases occurring daily, and the order was given to send any men who complained at all to the naval hospital. Yellow fever appeared in many of these men, but in others only catarrh and intermittent fever; but those in whom yellow fever was developed have almost universally done well. The question was thus narrowed down to the preservation of human life and the efficiency of the blockade. Our vessels here are repairing for the purpose of relieving others at sea. Our supplies and workshops are all here. I can not abandon the blockade, enjoined by the highest authority, and I can only dispatch vessels as fast as they can be repaired. I shall get all that are in condition to be moved as far off from the river side as possible. It is there that they contract disease, and the effect of quarantining them would be utterly demoralizing to the whole fleet. In conclusion, I suggest that the season is, by all former experience, too far advanced for an epidemic, and we must take our local risks in the fleet, with such vigilant precautions as may save the lives of our people and prevent danger to the army and the city.

I have the honor to be, very respectfully, your obedient servant,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Major-General N. P. BANKS,

Commanding Department of the Gulf, New Orleans.

Report of Captain Gillis, U. S. Navy, regarding a cruise on the coast of Texas.

U. S. STEAM SLOOP OSSIPEE,
Off Galveston, Tex., October 24, 1863.

SIR: Your communications by the *Arizona* were received. At the same time Commander Rolando informed me that he required more force off Sabine. I ran over there on the 17th, remained the 18th, returned here the 19th, and left same night for the Rio Grande, desiring to fall in with the *Bohio* and *Kittatinny*, a strong southeaster prevailing. Morning of the 20th saw inshore of us a three-masted schooner standing to the northward, supposed to be the *Kittatinny*.

On the 21st boarded the bark (English) *White Sea*, from New Orleans, for Matamoras; papers correct; then stood in toward the mouth of the Rio Grande, seized the lighter containing 7 bales wet cotton, which proved to be Mexican property, and was released.

We found at the anchorage two French men-of-war (steamers), one the *Magellanes*; also English frigate *Galatea*; steamed through the fleet, all in Mexican waters; thence to Point Isabel, where there is a small battery; put ship's head to southward and eastward, running slowly until dark, then stood to northward along the coast, intending to sight it on our course; wind hauled to the northward; strong breeze, weather hazy. 22d, at 7 p. m., struck, but not heavily, on the bar on bank off Pass Cavallo; wind increased to a strong norther. On the afternoon of 23d saw two small craft inshore, running to the southward. At 8 p. m. anchored off Galveston; found all as we had left.

Dispatched the *Arizona* to Sabine Pass to-day. I am at a loss to account for the continued absence of the *Virginia*. She had orders to return immediately from the South West Pass, her services being much needed on the Southern coast. Two sailing vessels only, there.

You remark, "The blockade must be kept up." Can it be, without vessels?

Commander Rolando says he had informed you of condition and wants off Sabine. The *Arizona* being more heavily armed, I sent her there temporarily, and the *Granite City* on a cruise to Corpus Christi and back, along coast, also to communicate with the *Bohio* and *Kittatinny*.

Enclosed please find reports in relation to officers, armaments, coal, etc., of vessels; also statement of Lieutenant-Commander Johnson, made by refugees he received on board. I will send them to you.

Very respectfully, yours,

JNO. P. GILLIS,

Second Division West Gulf Blockading Squadron.

Commodore H. H. BELL,

Comdg. West Gulf Blockading Squadron, New Orleans.

Letter from Commodore Bell, U. S. Navy, to Brigadier-General Stone, U. S. Army, regarding the overhauling of schooner Alice McGuigin, under flag of truce, October 25, 1863.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, La., November 4, 1863.

GENERAL: The senior officer on blockade in Mississippi Sound, stationed at Ship Island, has informed me that the flag-of-truce schooner *Alice McGuigin* was boarded a few days ago, returning from Biloxi, by the U. S. S. *J. P. Jackson*, on blockade there. This vessel appears to have effected her intercourse with Biloxi without reference to any naval authority either here or in the sound.

I had a conversation with Major-General Banks about flag-of-truce boats navigating the sound without his own passport and that of the senior naval officer here present. [Illegible for several lines.] I accordingly forwarded an order of Rear-Admiral Farragut to the blockading fleet, that they shall seize and send in for adjudication all vessels that may be found navigating the sound or on the coast without a pass conjointly signed by Major-General Banks or the senior

officer, U. S. Army, in command at New Orleans, and the officer commanding Western Gulf Blockading Squadron. I have respectfully to request your action on the question referred to, which materially concerns the blockade of the adjacent coasts.

I have the honor to be, very respectfully, your obedient servant,

H. H. BELL,

Commodore, Comdg. Western Gulf Blockading Squadron.

Brigadier-General C. P. STONE,

Chief of Staff, Department of the Gulf, New Orleans.

Abstract log of the U. S. S. J. P. Jackson, Acting Volunteer Lieutenant Pennington, U. S. Navy, commanding.

October 25, 1863.—At 5:30 p. m. saw a schooner coming out of Pascagoula and steering to the westward. Got underway and gave chase immediately. At sundown went to quarters and cleared the battery for action, as usual. At 6:30 p. m. fired two shots at the schooner and brought her to. At 7 p. m. overhauled her; she proved to be the *Alice McGuigin*, of New Orleans, in charge of an army officer (with a flag of truce flying). Returned, and at 8 anchored near the *Culhoun*.

Order of the Secretary of the Navy to Lieutenant-Commander Brown, U. S. Navy, commanding U. S. S. Itasca.

NAVY DEPARTMENT, October 26, 1863.

SIR: As soon as the U. S. gunboat *Itasca* is ready for sea proceed with her with all practicable dispatch to New Orleans, and report to Commodore H. H. Bell, or the senior commanding officer of the Navy present, for duty in the Western Gulf Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,

Secretary of the Navy.

Lieutenant-Commander GEORGE BROWN,

Commanding U. S. Gunboat Itasca, Philadelphia.

Order of the Secretary of the Navy to Lieutenant-Commander Gherardi, U. S. Navy, commanding U. S. S. Chocura.

NAVY DEPARTMENT, October 26, 1863.

SIR: As soon as the U. S. gunboat *Chocura* is ready for sea, proceed with her, with all practicable dispatch, to New Orleans and report to Commodore H. H. Bell, or the senior commanding officer of the Navy present, for duty in the Western Gulf Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,

Secretary of the Navy.

Lieutenant-Commander BANCROFT GHERARDI,

Commanding U. S. Gunboat Chocura, Philadelphia.

Report of Acting Master Seyburn, U. S. Navy, commanding U. S. schooner Kittatinny, regarding the capture of schooner Reserve, from Vera Cruz.

U. S. SCHOONER KITTATINNY,
Coast of Texas, October 26, 1863.

SIR: I have the honor to inform you that on the morning of the 25th, at 11 o'clock, a sail was descried from the masthead. We immediately gave chase, and at 3:30 p. m., off Pass Cavallo, Tex., we boarded and captured the three-masted schooner *Reserve*, from Vera Cruz, said to be bound to New Orleans, but on boarding her they confessed to be bound for some port in Texas. I removed all the crew but two sick men, put a prize crew on board, and sent her to New Orleans for adjudication. She was built at Lynchburg, Tex., and ran the blockade to Vera Cruz with cotton, sailing under English colors and false papers. She is partly laden, her cargo consisting of dry goods, brandy, wine, hardware, and medicine. I enclose list of officers and crew.

I am, very respectfully, your obedient servant,

ISAAC D. SEYBURN,
Acting Master, Commanding.

Hon. GIDEON WELLES,
Secretary of Navy, Washington, D. C.

Report of Commodore Thatcher, U. S. Navy, acknowledging instructions.

U. S. S. COLORADO,
Off Mobile Bar, October 26, 1863.

SIR: Yours of October 18 is this moment received, via Pensacola, per *Jasmine*. The *Monongahela* was dispatched forthwith on receipt of your order of the 20th instant, with instructions to report to you per telegraph from South West Pass; also relative to coal and provisions. The emergency was so explained to Commander Strong that I doubt not but that he obeyed promptly.

I am, with high respect, your obedient servant,

H. K. THATCHER,
Commodore.

Commodore H. H. BELL,
Commanding U. S. Western Gulf Squadron, New Orleans.

P. S.—Will you please send the few articles required per *Jasmine* or *Arkansas*.

Letter from Commodore Bell, U. S. Navy, to Brigadier-General Stone, U. S. Army, regarding the restriction of illicit trade.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, La., October 27, 1863.

GENERAL: I have the honor to acknowledge your reference to me of a letter* addressed by Captain Salmon Dutton, of the Seventh

* Not found.

Vermont Volunteers, and provost-marshal at Pensacola, to the provost-marshal here, stating his belief that "an illicit trade is being carried on between parties in our lines and the enemy's" in Pensacola Bay.

Captain Dutton alleged that this is done by means of passes obtained from the commanding naval officers on that station, and says he has reason to believe that merchandise and provisions are sold to the enemy under these passes.

Permit me first to invite your attention to the point that in support of this grave charge against the naval officers named by Captain Dutton he alleges no facts, offers no evidence, but simply expresses what he feels confident in asserting. I do not pretend to deny the possibility that passes, given with ever so great caution and for lawful purposes, may have on some occasions been abused. We know that our blockade around this city is extensively evaded in spite of the utmost vigilance of military and naval authorities here; and it stands to reason, as well as universal experience, that wherever there is a great demand for articles of vital necessity adventurers will be found bold enough to take all risks of supplying it to their own profit.

I do not believe it is possible that any large quantities of merchandise or provisions could get through the lines, because we know that this city is the source of supply for the army and navy and recognized refugees at Pensacola navy yard, and that all vessels carrying such supplies are required to have bills of lading approved at the custom-house and passes, and signed by the provost-marshal and naval officer in command at New Orleans. These supplies, to my own official knowledge, are small in quantity, and utterly inadequate to afford relief to any but the parties for whom they are destined.

The refugees are fed chiefly upon fish caught in the bay, and it is not improbable that some of the fishing smacks may abuse the privilege of pursuing their calling; these, however, are restricted to the bark *Arthur*, now anchored off Pensacola, to prevent intercourse.

I would respectfully suggest that, if any instance of abuse of passes has come or should come to the knowledge of the provost-marshal, he ought to communicate the facts to the vessels or guard, so that the offending parties may be arrested; but I see no reason why the provost-marshal and the local authorities afloat should not act in perfect concert, and no permission to pass the lines should be valid without the joint consent and signatures of the provost-marshal and the senior naval officer present. I shall, on my own part, so instruct Commodore Smith.

Very respectfully, your obedient servant,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Brigadier-General C. P. STONE,

Chief of Staff, Department of the Gulf, New Orleans.

Rio Grande expedition under Major-General Banks, U. S. Army, assisted by the U. S. steamers Monongahela, Owasco, and Virginia, October 27 to November 3, 1863.

Report of Commodore Bell, U. S. Navy, naming vessels for the service.

U. S. S. PENSACOLA,
Off New Orleans, [La.], October 23, 1863.

SIR: I have the honor to inform the Department that Major-General N. P. Banks, having expressed to me a wish for a convoy of transports which he was preparing to send to the Rio Grande with troops to occupy there and at Brazos Santiago, I found it necessary to withdraw the *Monongahela* for that service from the blockade of Mobile Bay.

The conveying vessels will consist of the *Monongahela*, Commander James H. Strong; *Owasco*, Lieutenant-Commander E. W. Henry; *Virginia*, Acting Volunteer Lieutenant Charles H. Brown. I could not assemble a more respectable force for that service without too much weakening the forces blockading the several ports within the limits of this command. This remote position of the troops on the Rio Grande will necessitate an increase of naval force in the Gulf, as at least three efficient vessels of a class superior to gunboats will be required off Brazos Santiago, or in its vicinity, for the security of army transports and army supplies going to that port.

Major-General Banks himself will accompany the expedition and is ready to embark his troops and proceed as soon as the storm now raging shall have abated.

The naval vessels conveying the transports can not cross the bar, there being not more than 8 feet of water; but they may render the troops essential service with their boats and their guns of long range.

The expedition will sail probably to-morrow or the day after.

I have the honor to be, your obedient servant,

H. H. BELL,
Commodore, Comdg. West Gulf Blockading Squadron pro tem.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

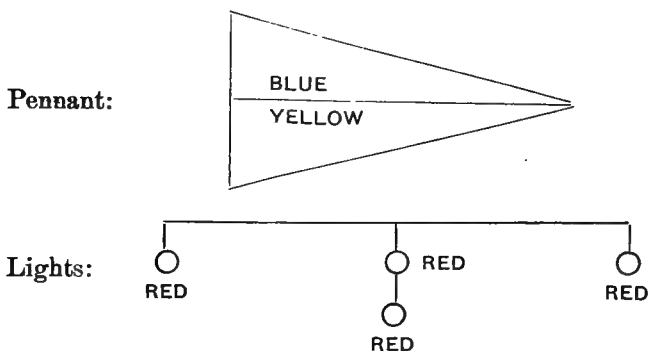
Letter from Commodore Bell, U. S. Navy, to Captain Gillis, U. S. Navy, regarding the withdrawal of vessels for the expedition.

U. S. STEAM SLOOP PENSACOLA, October 26, 1863.

DEAR CAPTAIN: I am hard pressed all the time for a clerk, and am therefore always pressed for time to say what I would.

An expedition will sail from here to-morrow for Brazos Santiago under Major-[General] Banks. Captain James H. Strong, U. S. S. *Monongahela*, attended by the *Owasco*, Lieutenant-Commander E. W. Henry, and *Virginia*, Acting Volunteer Lieutenant Charles H. Brown, will constitute the convoy, and Captain Strong will remain on that part of the coast to guard the interests of the United States in that quarter. He will be considered a part of your command and will look to you for supplies, going to Galveston for his coals. If he can spare the *Owasco* after getting there he will send her to you. When I sent

the *Arizona* to report to you I expected one of the boats most in want of repairs to be sent up. It will not do to keep them all there until they all break down. It is left to you to send up one at a time as vessels are sent to take their places. I expect to send down the *Arkansas* with supplies to-morrow. The distinguishing pennants and lights are:



I am, very respectfully,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Captain JOHN P. GILLIS,

U. S. S. Ossipee, Comdg. Blockade Forces, Coast of Texas.

Order of Commodore Bell, U. S. Navy, to Captain Strong, U. S. Navy, commanding U. S. S. *Monongahela*, regarding additional duty to be performed.

U. S. STEAM SLOOP PENSACOLA,

Off New Orleans, La., October 26, 1863.

SIR: In addition to the needful protection which the army transports will require of you, you are expected to look after the contraband trade to the Rio Grande. A description of all the blockade runners that we have any information of has been supplied you. You will please bear in mind that the French and English have armed vessels stationed off the Rio Grande, and that the French are at war with the Mexicans and claim to exercise belligerent rights in that quarter, the same as ourselves.

Very respectfully,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Captain J. H. STRONG,

Commanding U. S. S. Monongahela.

Report of Commodore Bell, U. S. Navy, regarding the occupation of Brazos Santiago, November 2, 1863, transmitting additional reports.

U. S. STEAM SLOOP PENSACOLA,

Off New Orleans, La., November 10, 1863.

SIR: I have the honor to report that the division of the army under Major-General Banks, which sailed hence on the 27th October, con-

voyed by the *Monongahela*, Captain James H. Strong, *Owasco*, and *Virginia*, effected a landing without opposition on the 2d instant on Brazos Island, at Brazos Santiago, and that a part of the same division was landed at the mouth of the Rio Grande on the following day, 3d instant, by the boats of the *Monongahela* and *Owasco*.

The surf running high, two of the *Owasco's* boats were swamped and 2 sailors and 7 soldiers drowned.

The transports, having been separated in a norther, appear not to have sought the place named for rendezvous; but, after heaving to, proceeded straight for Brazos Santiago, and began to land before the arrival of the *Monongahela*, which vessel, and the *Owasco* alone, repaired to the appointed rendezvous and waited there two days. Captain Strong commends Lieutenant-Commander Henry for the skillful management of his vessel, having a transport in tow during the storm.

The troops at Brazos Santiago had not landed on the main at the time of the departure of the dispatch vessel on the 4th.

Please receive copies of the reports of Captain Strong, viz:

No. 1. Report of Captain Strong, arrival of convoy at Brazos Santiago.

No. 2. Report of Captain Strong, landing of troops at Rio Grande.

I have the honor to be, very respectfully, sir, your obedient servant,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Hon. GIDEON WELLES.

Secretary of the Navy, Washington.

Report of Commander Strong, U. S. Navy, commanding U. S. S. *Monongahela*, regarding arrival of convoy at Brazos Santiago.

U. S. STEAM SLOOP *MONONGAHELA*,
Brazos Santiago, November 3, 1863.

SIR: I have the honor to report to you that I left the bar on the morning of the 27th with this ship, the *Owasco*, and *Virginia*, to convoy the fleet of army transports (in obedience to instructions). All went well till the morning of the 30th, when we were caught by a gale from the north. Signal was made from the general's ship to heave to, which was done. Soon after the transport *Bagley* came near with her flag union down; wore ship to find out her difficulty and render assistance if necessary. In going round rolled boats under, filled and dropped a quarter boat, but saved her. This ship can not carry this battery with safety. Found she could not lay to, on account of putting out her fires. She required no assistance. Hove to again about 8 miles to the south of the fleet. It was thick and foggy, with a great deal of sea. At daylight, no vessels of the fleet in sight; stood for the rendezvous, reached it about 3 p. m. next day, fell in with the *Owasco* at the rendezvous, with a disabled steamer in tow. Two transports came in during the day. Remained for three days as near as possible to the designated point of meeting, in case of separation, then stood for this place, having the disabled steamer *Bagley* in tow, and taking with me the vessels that I had met with. Found the rest of the fleet here, they not having stopped at the rendezvous. The

general sent a steamer back but she missed us. Found them landing troops, no one being here to oppose them. One small steamer, one schooner, and one launch were lost in the gale, but all hands saved. Lieutenant-Commander Henry deserves great credit for the manner in which he handled his vessel in taking the disabled steamer in tow during the gale. The general wishes me to go down to-day to the mouth of the Rio Grande and land troops there if possible. I shall leave immediately. There are no foreign men-of-war there to-day. A French brig-of-war anchored there yesterday for about an hour, then left. The *Virginia* injured her rudderhead during the gale, but can hold out for the present at any rate.

Very respectfully, etc.,

J. H. STRONG,
Commander.

Commodore H. H. BELL,
Flagship Pensacola, New Orleans.

Report of Commander Strong, U. S. Navy, commanding U. S. S. *Monongahela*, regarding attempted landing off the Rio Grande.

U. S. STEAM SLOOP *MONONGAHELA*,
Off Rio Grande, November 4, 1863.

SIR: I have the honor to report to you that I came down here with the troop transport *Scott* yesterday at the request of the general to land the troops, if possible, and obtain lighters. After anchoring I sent a boat in with two army officers to obtain information, intending to land troops if it was practicable. I then sent my boats and the boats of the *Owasco* to the *Scott* to be prepared to land when ordered, which was not to be till I had heard from the shore. I then took the last boat that I had, and took Captains Henry and [L. P.] Griffin in with me to examine the bar. Finding it very rough, I pulled out to several of the vessels to get information, if possible.

I ascertained there were no troops here.

While I was on board of one of these vessels it was reported to me that the boats were going in. The colonel had mistaken his orders and sent them in. Signal was made from my ship to stop them, and I also would have headed them off if possible, but was too late. I regret to have to report the swamping of two of the *Owasco's* boats and the loss of two of her men. As near as I can learn 7 soldiers were lost. My boats all got in safe, but could not get off till this morning. Three of my men are still on shore, but all safe. Two of the *Owasco's* boats are still on shore, the surf being too high for them to return out yet.

The officer sent with the boats from this ship reports that the Mexicans treated them with great kindness and assisted him to get his boat launched.

It was reported this morning that the rebels had burned Brownsville last night.

The American flag is now flying on the Texan bank of the Rio Grande.

Very respectfully, etc.,

J. H. STRONG,
Commander.

Commodore H. H. BELL,
Flagship Pensacola, New Orleans.

Letter from Major-General Banks, U. S. Army, to Commodore Bell, U. S. Navy, announcing the occupation of Brazos Santiago.

HEADQUARTERS DEPARTMENT OF THE GULF,
Flagship McClellan, off Brazos Santiago, November 3, 1863.

SIR: I have the honor to inform you that we reached Brazos Santiago on Sunday (November 1) and effected a landing on Brazos Island at meridian on the 2d, which is now in our possession. We shall move for the Rio Grande as soon as the vessels too deep for the bar can be discharged. On the 30th we encountered a severe gale from the north, off Aransas, which scattered somewhat our fleet. The *Virginia* was disabled and did not reach the Brazos until late Sunday evening.

The *Monongahela* was separated from us and has not yet reported. The *Owasco* arrived this morning and reports that they had been at the rendezvous for three days.

10 a. m.—The *Monongahela* is now in.

With much respect, your obedient servant,

N. P. BANKS,
Major-General, Commanding.

Commodore H. H. BELL,
Commanding Blockading Squadron, New Orleans.

Abstract log of the U. S. S. *Monongahela*, Commander Strong, U. S. Navy, commanding.

November 2, 1863.—At 9 a. m. communicated by signal. At 10 Captain Henry (*Owasco*) came on board. At 10:30 saw and communicated with transport *Bagley*. Got soundings in 16 fathoms and made land bearing W., 12 miles distant. At 12:45 p. m. stopped engines and sounded in 17 fathoms. At 3:30 p. m. communicated with the *Pocahontas* and *Bagley*; made general signal to the *Owasco*. At 5:50 p. m. took steamer *Bagley* in tow and, in company with the *Owasco*, with the steamer *Zephyr* in tow, and the *Pocahontas*, with schooner in tow, started on our course at 6.

November 3.—At 8:20 a. m. dropped off the *Zephyr* and *Bagley*. At 8:35 came to an anchor in 8 fathoms near the *McClellan*. At 11 a. m. got underway and stood for the Rio Grande River. At 12:30 p. m. came to anchor off the mouth of the Rio Grande. Captain Strong went toward shore in the boat. Sent off first and second launches and first cutter with armed crew to transport soldiers on shore.

November 4.—From 4 to 6 a. m., first and second launches and first cutter came from shore, also a boat belonging to the *Owasco*. Weather cloudy and rain. Wind E. S. E. Steamer *Scott* got underway and stood in near the beach. At 8:30 a. m. got underway and came to anchor again near the *Scott*. At 10 the *Scott* got underway and joined the fleet off Point Isabel. At 11 a. m. the American flag was hoisted in Clarksville, Tex. At 1 p. m. got underway and stood for the *McClellan*. At 2:15 came to anchor near the *McClellan*.

Report of Captain Gillis, U. S. Navy, giving an account of the occupation of Brazos Santiago.

U. S. S. OSSIPEE,
Off Galveston Tex., November 8, 1863.

SIR: The *Annie Lewis* has been unable to sail for want of wind.

I hasten to send you the accounts from Rio Grande just received from Lieutenant-Commander Henry, who reports that on the 2d or

3d of November the army under General Banks, about 9,000 strong, landed at Brazos Santiago. The *Monongahela*, *Owasco*, and *Virginia* arrived the day after and seized as prizes, lying in American waters, the brig *Dashing Wave*, the *Volante*, bark *Science*, and schooner *Matamoras*, all English. Another English schooner loading with cotton will be seized.

The army has possession of the mouth of the Rio Grande, Brazos Santiago, and Point Isabel, and is now on the march to Brownsville, which is reported burned. Of the army expedition one, a tugboat, *Union*, was lost at sea. Another tug on bar at Brazos Santiago bilged, and one schooner lost at sea, laden with fresh water. No lives lost, except in crossing the bar of Rio Grande, when the *Owasco* lost 2 men and the army 5.

An expedition of two regiments was to go to Aransas to land on southern end of Mustang Island.

Generals Banks and Dana and staff were all on shore at Brazos Santiago. Many of our transports are inside at Brazos.

The *Owasco* comes for coal. I shall dispatch the coal schooner to New Orleans to-day and send *Katahdin* to the Rio Grande while the *Owasco* coals here.

The *Katahdin* and *Cayuga* will be sent to New Orleans for repairs so soon as they can be spared. We must have some vessels here if you desire the blockade kept up. My previous letters show that we have been kept busy and want steamers on Southern coast. No dispatch vessel.

Supply steamer is looked for daily. Stores for the *Kittatinny* required.

Very respectfully, your obedient servant,

JNO. P. GILLIS,
Captain and Senior Officer,
Second Division Western Gulf Blockading Squadron.

Commodore H. H. BELL,
Comdg. Western Gulf Blockading Squadron, New Orleans.

It is probable you have the army news from the Rio Grande.

Letter from Major-General Dana, U. S. Army, to Commander Strong, U. S. Navy, commanding U. S. S. *Monongahela*, returning thanks for gallant services rendered.

HEADQUARTERS THIRTEENTH ARMY CORPS,
Steamship McClellan, Brazos Santiago, November 4, 1863.

I desire to express my sincere thanks to you, and through you to your officers and men, for the many services you have rendered this expedition, and particularly for the gallant service rendered by Captain [Edmund W.] Henry and the crew of the *Owasco* in saving the steam transport *Zephyr* from wreck during the late storm and towing her to the rendezvous, and to you and your crew for assisting the steam transport *Bagley* in distress; also especially for the signal gallantry of your brave tars in landing our soldiers through the dangerous surf yesterday at the mouth of the Rio Grande.

I wish to mention for your special approval the names of Master's Mate [James H.] Rogers, Captains of the Forecastle [David] White

and [Guiseppi] Conte Modena, and Ordinary Seamen [Alonzo] Birt and [James] Hewes, of the *Virginia*, who, when a boat from this ship was capsized in the breakers on this bar at dusk last night, boldly pushed into the perilous place and searched for the men all night.

You will oblige me now by bringing your ship to this anchorage, when I will communicate with you in reference to future operations.

I have the honor to be, very respectfully,

N. J. T. DANA,
Major-General.

Captain STRONG,

U. S. S. Monongahela, Comdg. Naval Forces off Brazos.

Report of Brigadier-General Bee, C. S. Army, announcing the approach of the enemy's vessels off Bazar Santiago.

HEADQUARTERS FORT BROWN, *November 2, 1863—3 p. m.*

SIR: The enemy are in considerable force, fifteen vessels of all sizes, up to this time, are off the Brazos Santiago. Ten shells were fired this morning at the houses at the mouth. The weather is stormy, and I do not anticipate a landing before to-morrow. I have 150 of [James] Duff's cavalry, very much exhausted by a week's constant duty.

Respectfully,

H. P. BEE,
Brigadier-General.

Captain TURNER,

Assistant Adjutant-General, Houston.

Letter from Brigadier-General Bee, C. S. Army, to Lieutenant-Colonel Dickinson, C. S. Army, announcing the occupation by the Federal forces of Brazos Santiago.

HEADQUARTERS FIRST DIVISION, ARMY OF TEXAS,

Santa Gertrudes, November 8, 1863.

SIR: The general commanding directs me to inform you of the evacuation of Brownsville by the Confederate forces and the occupation of that place by the enemy in large force. At 5 p. m. on the 1st instant the enemy made their appearance off the Brazos Bar with a fleet of eleven vessels, which was increased to twenty-six transports and gunboats during the night. They effected their first landing on the evening of the 2d, and on the morning of the 3d two large transports had entered the bay and landed five regiments of infantry and about 400 cavalry horses. On the evening of the 3d, about 100 of their cavalry ran in our pickets at the mouth of the river.

The force of the enemy can not be less than 8,000. Colonel Duff's command will arrive at this point to-night.

I have the honor to be, very respectfully, your obedient servant,

E. R. TARVER,
Aid-de-Camp and Acting Adjutant-General.

Lieutenant-Colonel A. G. DICKINSON,

Commanding at San Antonio.

Letter from Major-General Magruder, C. S. Army, to Brigadier-General Boggs, C. S. Army, announcing the occupation of Brazos Santiago and Brownsville by the Federal forces.

HOUSTON, *November 10, 1863.*

GENERAL: Information has just been received by me that the enemy appeared off Brazos Santiago on the morning of the 2d instant and, landing at that point, marched on Brownsville, which was evacuated on the 4th by General Bee, after the buildings and cotton had been destroyed. Their forces are estimated at from 5,000 to 6,000 men, and supposed by General Bee to come from Fortress Monroe, although it is my impression that they are from the mouth of the Mississippi.

I will give further particulars and details to-morrow.

I am, general, very respectfully, your obedient servant,

J. BANKHEAD MAGRUDER,
Major-General, Commanding.

Brigadier-General W. R. BOGGS,
Chief of Staff, Shreveport.

Report of Acting Master Lamson, U. S. Navy, commanding U. S. S. Granite City, regarding the capture of Confederate schooner Anita.

U. S. S. GRANITE CITY,
Off Pass Cavallo, Texas, October 28, 1863.

SIR: I have the honor to inform you of the capture of the rebel schooner *Anita*, with a cargo of 273 bales of cotton, from Matagorda, bound to Honduras, on the evening of the 27th instant.

I have sent her to New Orleans in charge of prize crew.

I remain, very respectfully, your obedient servant,

C. W. LAMSON,
Commanding U. S. S. Granite City.

Hon. GIDEON WELLES,
Secretary U. S. Navy.

Report of Commodore Bell, U. S. Navy, regarding the continued prevalence of yellow fever on United States vessels in the Mississippi River.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, La., October 30, 1863.

SIR: I am sorry to inform the Department that yellow fever still exists on board most of the United States vessels in the river. The *Estrella*, commanded by Lieutenant-Commander A. P. Cooke, is the severest sufferer, and I have found it necessary to suspend repairs upon her and send her to quarantine down the river. Not more than one case in the course of three days now occurs on board of this ship.

I enclose herewith a communication from the fleet surgeon on the subject of the fever; his remarks will apply as well to half of the fleet as to this ship; undoubtedly they should be exposed to severe cold during a part of this winter, at least, if we would have health in them next summer.

I would suggest that all of the smaller vessels could experience the desirable change by ascending the river to Cairo or St. Louis during

high water, and that some of the river fleet be sent down to take their places.

I have the honor to be, sir, very respectfully, your obedient servant,
H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure.]

FLAGSHIP WESTERN GULF BLOCKADING SQUADRON,
Off New Orleans, October 22, 1863.

SIR: At my request the surgeon of the flagship makes me the enclosed report (copy) of the origin and progress of the epidemic now prevailing on board. I have nothing to add, except a recommendation that the *Pensacola* be got north immediately, and, as far as possible, under sail, and that she remain exposed to a freezing temperature for at least a month. In my opinion she will otherwise have typhoid diseases all the winter and become a focus of infection as soon as warm weather returns.

Very respectfully, your obedient servant,

JAS. C. PALMER,
Fleet Surgeon.

Commodore H. H. BELL,
Commander in Chief of the Western Gulf Blockdg. Squadron.

[Subenclosure.]

U. S. S. PENSACOLA,
New Orleans, October 21, 1863.

SIR: In compliance with your verbal directions I make the following statement in regard to the sanitary condition of this ship:

Cases of fever, malignant in character, began to occur on board on the 1st day of September. Up to the present time 41 cases have [been] reported, of which 10 are believed to have terminated fatally (the official report in some of the cases sent to quarantine hospital not having reached us).

The largest number of new cases in a single day has been six. Intervals of five or six days have passed at times without a new case. Each accession of cool weather seeming to develop the latent cases, with each recurrence of milder temperature the process of incubation apparently recommences.

New cases continue to occur, and some of the more recent are as malignant and as rapidly fatal as the early ones.

There can be no doubt that the causes of disease exist within the ship, a large proportion of the cases having been developed among those persons who are employed about the engines and those who are berthed in the same vicinity.

In my opinion the ship's company will continue to suffer from malignant disease, varying in type perhaps with the season, until the ship is abandoned or thoroughly exposed to a freezing temperature. A cruise at sea under sail might suspend the development, but it would surely recur whenever a summer temperature should be reproduced, either by the change of season or by relighting the fires.

Believing that both humanity and policy dictate immediate and decided action, I submit the matter for reference to competent authority.

I am, very respectfully, your obedient servant,

P. LANSDALE,
Surgeon.

Fleet Surgeon J. C. PALMER, U. S. Navy,
West Gulf Blockading Squadron, New Orleans.

*Instructions from Commodore Bell, U. S. Navy, to Commodore Thatcher,
U. S. Navy, regarding vessels.*

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, La., October 30, 1863.

COMMODORE: The steamer *Port Royal*, Lieutenant-Commander G. U. Morris, was sent from the river on the 26th instant to report to you for duty off Mobile Bay.

The *Richmond* left the mouth on the 17th for this station and should be out by this time.

The *Octorara* and *Kennebec* will leave here Monday, 2d proximo, to report to you. Here are four vessels in good condition for blockade, and you will please send into the river the vessels requiring repairs as fast as the repaired vessels report to you.

The *Lackawanna* to be first in order, as she will be wanted immediately and is considered the most in need of repairs. The *Genesee* has been thoroughly examined here; the leak is in her bottom; she was calked while in the river and can't require calking to any great extent. If she can't keep on blockade without danger to herself, please send her into the river or into the sound; you will judge of the necessity. She shall not leave the station unless the Department or admiral shall order it.

Lieutenant-Commander Morris reported the *Port Royal* as requiring repairs before he left the river, but as I thought her services were wanted off Mobile, I sent her to you until she could be relieved by one of the vessels repairing here. She was stopped at quarantine, 72 miles below, and we could not examine her.

Very respectfully,

H. H. BELL,
Commodore, Comdg. Western Gulf Blockading Squadron.

Commodore H. K. THATCHER,
U. S. S. Colorado, Commanding Blockading Forces.

*Letter from Rear-Admiral Farragut, U. S. Navy, to Commodore Bell,
U. S. Navy, regretting his delayed return to his command of the West
Gulf Blockading Squadron.*

ASTOR HOUSE, *October 30, 1863.*

DEAR COMMODORE: I was in hopes to have been off before this, but you know what it is to get a vessel in the hands of the machinists. I suppose it will be at least three weeks before the *Hartford* and *Brooklyn* are ready for sea. I feel anxious to be with you, as I see General Banks is beginning to move. The Government, however,

appears to be in no hurry. I have no doubt that they really wish to see Charleston fall before they move against Mobile, but I am in hopes to get a few light-draft boats for the shallow waters of the Southern coast; but the difficulty is to protect their machinery. I can get boats of 6½ feet draft, but the machinery is all exposed to shot. I will have them covered in like the *Albatross*, and lined with sheet iron to protect them against musketry. But the round shot will go through easily. I can get propellers that will not draw more than 6 feet water, but by the time we protect them and fit them for service with all the men on board they will draw 7 feet I fear; but I am doing the best I can. I think that howitzers are all-sufficient for those light vessels; a 20-pounder Parrott when there is room, but I think the 12-pounder howitzer just as good.

There is a large number of vessels here, but they fit them out so slowly that there is no knowing when they will be ready. There are three or four monitors launched, but it will take some two months or more, I think, to finish them. Things generally look better for us. Mr. Zantzinger, my brother-in-law, spent the evening with me, and he says he does not know how the secessionists live, things are so high in the South and there is no money coming in; but the Union people have the majority in Norfolk just now, and are gaining daily. I was glad to see that you are still taking prizes off the coast of Texas and Mobile. I told the madam that you would get enough to pay for the house, etc. Her only fear was that you would not want to come home, so I promised to make you. I hope you are getting the vessels before the court as fast as possible, for I hope to get something for the crews of the vessels that have been confined to the river.

There appears to be some difficulty about the transfer of the \$67,000 on prize account to Mr. Dunn, and I told them of it at the time and directed the paymaster [to] specify the amount that belonged to the prize account. Mr. Dunn will have to cover the amount by a requisition for the squadron, and then the \$67,000 will be paid over to the persons entitled to it; but the Secretary seemed to think that I had better let it stand until I get out there. But Paymaster Davis says he has made it all right; but his views and those of the Government may be very different.

God bless you.

Your friend,

D. G. FARRAGUT,
Rear-Admiral.

Commodore H. H. BELL.

Mrs. Farragut sends her kind regards to you.

D. G. F.

Report of Captain Jenkins, U. S. Navy, commanding U. S. S. Richmond, of arrival in South West Pass.

U. S. S. RICHMOND,
Off Pilot Town, South West Pass, October 31, 1863.

SIR: I arrived at this place at 4 p. m. yesterday, and sent immediately the telegraphic dispatch of which I now transmit a copy, but have not received a reply. I enclose herewith a copy of my orders, and also orders for Captain J. R. Goldsborough, commanding the *Colorado*.

I await your further orders in regard to a supply of coal and water. It is blowing a very fresh northeaster here and outside.

Very respectfully, your obedient servant,

THORNTON A. JENKINS,
Captain.

Commodore H. H. BELL, U. S. Navy,
Comdg. Western Gulf Blockading Squadron pro tem.,
New Orleans, La.

Report of Captain Gillis, U. S. Navy, regarding affairs off Galveston.

U. S. STEAM SLOOP OSSIPEE,
Off Galveston, Tex., November 1, 1863.

SIR: I received last evening yours by the *Arkansas*. The *Monongahela*, *Owasco*, and *Virginia* having been sent by you direct to Brazos Santiago, I can not as yet give you the account of coal they consume daily or weekly. The *Annie Lewis* will probably be discharged on return of *Granite City*, absent on a cruise to the southward.

You will please observe by my previous report that I have endeavored, with the small force here, to keep a vigilant watch on the extended blockade.

The return to New Orleans of Acting Assistant Surgeon Kendall will leave the *New London* without a medical officer. The *Bohio* and *Kittatinny* are in like condition. Have my previous letters been received?

The *Ossipee's* decks require calking, and her pivot ports should be made more secure.

I too am opposed to flags of truce. You have sent letters on several occasions to be forwarded thus. Those received by *Arkansas* shall be attended to.

Respectfully, your obedient servant,

JNO. P. GILLIS,
Captain and Senior Officer,
Second Division Western Gulf Blockading Squadron.

Commodore H. H. BELL,
Comdg. Western Gulf Blockading Squadron, New Orleans.

I enclose Acting Master C. W. Lamson's report.

Order of the Secretary of the Navy to Lieutenant-Commander Newman, U. S. Navy, commanding U. S. S. Pembina.

NAVY DEPARTMENT, November 2, 1863.

SIR: As soon as the U. S. gunboat *Pembina* is ready for sea proceed with her to New Orleans and report to Commodore H. H. Bell or the senior naval officer present for duty in the West Gulf Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Lieutenant-Commander L. HOWARD NEWMAN,
Commanding U. S. S. *Pembina*, New York,

Order of Commodore Bell, U. S. Navy, to Lieutenant-Commander Low, U. S. Navy, commanding U. S. S. Octorara.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, La., November 2, 1863.

SIR: As soon as the *Octorara* is ready for sea proceed to Mobile Bay and report to Commodore Thatcher for blockade duty there.

Very respectfully,

H. H. BELL,

Commodore, Comdg. Western Gulf Blockading Squadron.

Lieutenant-Commander W. W. Low,

Commanding U. S. Gunboat Octorara, New Orleans.

Report of Commodore Bell, U. S. Navy, regarding coal supplied to the army.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, La., November 2, 1863.

SIR: The army finding itself without coals in the midst of active military operations, application has been made to me for a supply for the immediate use of their transports, which I have complied with, loaning them 3,000 tons.

If shipments be made immediately for this station and navy yard, Pensacola, no inconvenience to this squadron will result from it.

I have the honor to be, sir, very respectfully, your obedient servant,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Letter from the commandant, navy yard, Pensacola, to Commodore Bell, U. S. Navy, in view of statement of the provost-marshal at Fort Barrancas regarding illicit trade.

COMMANDANT'S OFFICE,
Navy Yard, Pensacola, November 2, 1863.

SIR: I have received your letter* of 30th ultimo, enclosing a copy of a communication* dated [Fort] Barrancas, October 22, 1863, from Captain Salmon Dutton, provost-marshal, to Colonel E. G. Beckwith, provost-marshal-general at New Orleans, on the subject of illicit trade imagined to be carried on by parties within our lines and the enemy.

In June last, by authority of the Bureau of Yards and Docks, I made a contract with S. P. Griffin, of New Orleans, to collect all the timber logs that I might require which could be found on the shores or afloat in Pensacola Bay and its tributaries and land them at the navy yard.

These logs were lying on the shores of Escambia Bay and River, Blackwater River, and East Bay; and to collect them, of course, it was

* Not found.

necessary to go to those localities. Several boats with parties of two to five or six men were employed in the business, and the men were compelled to take with them their necessary provisions, as they could not with safety land to procure them, nor could they have procured them if they had landed.

These men had passes for themselves and their provisions, which were examined at the guard ship, and they were not permitted to pass if they exceeded what was authorized by the passes. These parties were sometimes absent several days, and the provisions they were allowed to take with them were no more than it was supposed they needed. Several attempts have been made—several of which were successful—by the rebels to capture those people, and it is not very likely that they would part with their food to their enemies. Besides the people employed in collecting logs, some others have been employed in East Bay making shingles for the hospital buildings now being erected in this yard, and others on the Live Oak plantation in cutting wood for the yard to supply the vessels of the squadron. All these people have been necessarily allowed to take their provisions with them.

If supplies of any kind have been carried beyond our lines to the rebels, I am satisfied that it has not been under passes either from Commander Gibson or myself.

At the time of the evacuation of Pensacola in March last nearly all of the population of that place came here, a few families only being left there, some of whom professed to be loyal citizens, but remained there because they did not expect to be disturbed by the rebels, and they had their own houses to live in, while, if they had come here, they would have been houseless. Some of these families have been allowed to have some supplies from here, but not in sufficient quantities, after satisfying their own pressing wants, to dispose of to the rebels.

Mr. Morino, Spanish consul, who says he is not an American citizen, has been allowed to obtain some supplies from here for his own use, on his pledge, as a man of honor, that none of them should be furnished to any person inimical to our Government.

Commander Gibson informs me that the sloop *Hope*, of which Axelson is owner and master, had a permit from Provost-Marshal Wilson to run between East Bay and Warrington, for the purpose of bringing down vegetables, etc., and at the request of the master, Commander Gibson countersigned the pass. The sloop went to New Orleans and brought back some supplies for one of the stores in Warrington, and after landing them, the master obtained from Commander Gibson a permit to go to his home on East Bay and to take with him for his own use a barrel of flour and 25 pounds of bacon. The sloop is now here, having returned within a few days with a load of shingles.

Axelson lives on the Live Oak plantation side of East Bay and bears the character of a good, loyal citizen.

As the rebels have nothing afloat in these waters, I understand that our lines embrace them; and in giving passes to the persons as above mentioned I have not given passes to cross the lines.

If the provost-marshal had reason to suppose that the passes given here were used for the purpose of carrying on illicit trade, it seems to me that it would have been well for him to have given me the information, as it might have enabled me to take such steps as would have prevented their misuse.

The provost-marshal says he is satisfied that there is a contraband trade going on in this district to a great extent. I say that I know such is not done under navy passes.

Very respectfully, your obedient servant,

WM. SMITH,

Commodore, Commanding.

Commodore H. H. BELL, U. S. Navy,

Comdg. Western Gulf Blockdg. Squadron pro tem.,

U. S. S. Pensacola, New Orleans, La.

Report of Commodore Bell, U. S. Navy, of the arrival at New Orleans of the U. S. steamers Richmond and Penguin.

U. S. S. PENSACOLA,

Off New Orleans, La., November 3, 1863.

SIR: I have the honor to inform the Department that the U. S. steam sloop *Richmond*, Captain Thornton A. Jenkins, and the U. S. gunboat *Penguin*, Acting Volunteer Lieutenant James R. Beers, arrived at New Orleans on the 2d instant; the *Penguin* requiring considerable repairs of machinery before she can be sent on blockade.

Very respectfully, sir, your obedient servant,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Order of the Secretary of the Navy to Commodore Bell, U. S. Navy, urging the capture of the steamer City of Petersburg.

NAVY DEPARTMENT, *November 4, 1863.*

SIR: Transmitted in the mail of yesterday were extracts from consular dispatches concerning suspicious vessels.

Your particular attention is called to the case of the steamer *City of Petersburg*. Her character is undoubted, and the consul who furnished the information is of opinion that she should be captured wherever found on the high seas.

Very respectfully,

GIDEON WELLES,

Secretary of the Navy.

Commodore H. H. BELL,

Commanding Western Gulf Squadron pro tem., etc.

Order of Commodore Bell, U. S. Navy, to Lieutenant-Commander Greene, U. S. Navy, calling attention to the steamers Union and Medora, lying in Pascagoula.

U. S. STEAM SLOOP PENSACOLA,

Off New Orleans, La., November 4, 1863.

SIR: I am informed that two schooners, *Union* and *Medora*, are lying in Pascagoula with cotton on board, ready to come out. They

are there in violation of blockade, and lie in sight of the steamers *Jackson* and *Calhoun*. If you could organize an expedition of boats by night from the three vessels, might you not cut them out? The expedition must be commanded by an officer of the regular service. Please give the subject immediate attention, directing Lieutenant-Commander Bigelow to make a reconnoissance for your information. Blockade runners must not be suffered to lie in sight of you unmolested if they can be reached. Be prompt.

Very respectfully,

H. H. BELL,

Commodore, Commanding Western Gulf Blockading Squadron.

Lieutenant-Commander CHAS. H. GREENE,

Commanding U. S. Ship Vincennes, Ship Island.

*Seizures made by United States vessels at the mouth of the Rio Grande
November 4 and 5, 1863.*

Report of Acting Volunteer Lieutenant Brown, U. S. Navy, commanding U. S. S. *Virginia*, regarding the capture of the British vessels *Matamoras*, *Volante*, *Dashing Wave*, and *Science*.

U. S. S. *VIRGINIA*;

Off Coast of Texas, November 6, 1863.

SIR: I have the honor to report to you that on the 4th of November I boarded the British schooner *Matamoras*, of Nassau, while she was lying at anchor with the middle of the bar of the Rio Grande bearing west by south by compass distant about 2 miles.

I found by the cargo book that she had taken in spades, boots and shoes, cotton cards, and axes at New York, and had discharged them in American waters, I therefore captured her a prize to the United States.

The next morning, November 5, I took a compass in my boat, and taking with me Acting Ensign A. F. West, I pulled near the bar and obtained the true position of the vessels lying north of the boundary line, among which I found the British brigs *Volante* and *Dashing Wave*, the British bark *Science*, and the British schooner *Matamoras*, besides a number of small schooners.

As the *Matamoras* had already been taken, I then proceeded to the bark *Science* and found by the cargo books that she had been discharging a large quantity of woolen cloth. The bills of lading and cargo books were very vague, specifying nothing except the number and marks of the bales, not stating whether they were bales of hay, gunnies, cotton or woolen goods. I finally obtained from the captain the information that the bales consisted of woolen cloth of a color between blue and grey. That is just the Confederate uniform color.

Upon these facts being made known, the bark lying in American waters, I took charge of her as a prize to the United States.

Soon after having placed a prize crew on board of her, the U. S. gunboat *Owasco* came down from the Brazos Santiago, and the commander coming on board of us, I pointed out to him the two brigs which I had not yet examined. We then went together to the *Dashing Wave* and found a large quantity of medicine, boots, shoes, etc., on board of her. Leaving one man in charge of her we proceeded to

the *Volante*, of Jersey, and found she had blankets, boots and shoes, stockings, and Confederate uniform cloth on board, upon which ground we declared her a prize.

Lieutenant-Commander E. W. Henry then sent an officer and crew to the brig *Dashing Wave*, and I sent a prize crew to the brig *Volante*. On the 6th of November I visited the other vessels lying in American waters, but found them engaged in legitimate business.

The U. S. gunboat *Owasco* was in sight during the capture of the *Matamoras* and the *Science*, and assisted in the capture of the *Dashing Wave* and *Volante*. The U. S. S. *Monongahela* was in sight, lying off Brazos Santiago, while these captures were made.

I forward herewith the prize list of this vessel.

Very respectfully, your obedient servant,

CHAS. H. BROWN,

Acting Volunteer Lieutenant, Commanding U. S. S. Virginia.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Henry, U. S. Navy, commanding U. S. S. *Owasco*, regarding the capture of the British brig *Dashing Wave*, November 5, 1863.

U. S. S. OWASCO,

Rio Grande, November 5, 1863.

SIR: I have the honor to inform you that I boarded and seized as a prize to the United States the English brig *Dashing Wave*. I seized her under the following circumstances, viz:

The brig was in American waters, the entrance of the river bearing by her compass W. S. W. She was loaded with a general cargo, and among the articles on board were medicines of all kinds, blankets, boots, and bales of army clothing. I thought those things were sufficient to condemn her, especially as there was a great quantity of quinine on board. The *Virginia* was near by and the *Monongahela* in signal distance at the time. I reported to the captain of the *Monongahela* what I had done, and he appeared satisfied with my conduct. I will dispatch my vessel immediately to New Orleans and give orders for the captain of the *Virginia* to do the same with those he has taken charge of.

I am, sir, very respectfully your obedient servant,

E. W. HENRY,

Lieutenant-Commander.

HON. GIDEON WELLES,

Secretary of the Navy.

Letter from the British consul at New Orleans to Commodore Bell, U. S. Navy, requesting an order for the release of the master of the brig *Dashing Wave*.

BRITISH CONSULATE,

New Orleans, November 24, 1863.

SIR: I have received a letter from Mr. Dean, who is son of the owner of the British brig *Dashing Wave*, lately seized by the U. S. gunboat *Virginia* while at anchor off the Rio Grande and now in the

Mississippi River, who informs me that the master of the *Dashing Wave* is a prisoner in irons, on a false charge, on board his vessel.

I can scarcely think Captain Rive has been guilty of such a crime or crimes as would warrant a punishment so condign, and I deem it proper to bring the matter to your notice, feeling assured that if it is as represented you will have an early investigation as to the cause of imprisonment or order his release.

I have the honor to be, sir, your most obedient servant,

GEORGE COPPELL,

Her Britannic Majesty's Acting Consul.

Commodore H. H. BELL, U. S. Navy,

Commanding Western Gulf Blockading Squadron.

Letter from Commodore Bell, U. S. Navy, to Lieutenant-Commander Henry, U. S. Navy, transmitting receipt for brig *Dashing Wave*.

U. S. STEAM SLOOP PENSACOLA,

New Orleans, November 27, 1863.

SIR: Herewith find enclosed the receipt of the U. S. marshal for the prize brig *Dashing Wave*, Acting Master Thomas B. Sears, the prize master, having been detained and imprisoned by the court, the receipt is sent to you.

Respectfully,

H. H. BELL,

Commodore, Comdg. Western Gulf Blockdg. Squadron pro tem.

Lieutenant-Commander E. W. HENRY,

U. S. Gunboat Owasco.

Report of Acting Volunteer Lieutenant Brown, U. S. Navy, commanding U. S. S. Virginia, regarding the capture of the British brig *Volante*.

U. S. S. VIRGINIA,

Off Coast of Texas, November 6, 1863.

SIR: I have the honor to report to you the capture by this vessel of the British brig *Volante*, of Jersey, this day.

At the time of capture the *Volante* was lying about 3 miles from the shore, with the center of the Rio Grande bar bearing W. S. W. by compass. Upon examination of her papers, I found that she carried the following articles contraband of war, viz, boots and shoes, army blankets, case of stockings, bales of Confederate uniform, woolen cloth, etc.

I therefore sent her to New Orleans as a prize to the United States. I forward herewith a list of officers and crew attached to this vessel at time of capture.

Very respectfully, your obedient servant,

CHAS. H. BROWN,

Acting Volunteer Lieutenant, Commanding U. S. S. Virginia.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Acting Volunteer Lieutenant Brown, U. S. Navy, commanding U. S. S. Virginia, regarding the capture of the British bark *Science* and referring to the brig *Volante*.

U. S. S. VIRGINIA,
Off the Coast of Texas, November 6, 1863.

SIR: I have the honor to report the following particulars relating to the capture of the British bark *Science*, of Waterford. On the 5th of November, 1863, I boarded the said bark and found her lying in American waters, with the center of the bar of the Rio Grande bearing by compass W. by S. $\frac{1}{2}$ S., distant about $2\frac{1}{2}$ miles.

I found by examination of her cargo books that she had discharged a large quantity of bales, but upon enquiry of the captain and mate as to the contents of those bales I was told that they could give me no information.

The cargo books, both of the receipt and delivery of these bales and the bills of lading, seemed to be intentionally guarded as to stating the contents of the bales, and in no place where this part of the cargo was mentioned was there any clue as to their contents.

This studied obscurity gave rise to suspicion, and I told the captain that I should have to detain his vessel until I could be satisfied as to the contents of the bales.

Upon hearing this he said that some of the bales had been chafed during the passage from London, and he saw that they contained woolen cloth. I then asked him the color of that cloth, and reluctantly he told me it was neither blue nor grey, but a shade between these two colors. This I knew to be the Confederate uniform color, and immediately told the captain. I took his vessel as a prize to the United States.

Upon the afternoon of the same day I seized the British brig *Volante*, of Jersey, loaded by the same brokers and consigned to the same house in Matamoras, and on board of her I found 15 bales of cloth which the captain said was a balance of an invoice shipped by the *Science*. Upon these grounds I considered her a lawful prize, and sent her to New Orleans for adjudication.

Very respectfully, your most obedient servant,

CHAS. H. BROWN,
Acting Volunteer Lieutenant, Commanding U. S. S. Virginia.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Strong, U. S. Navy, transmitting correspondence with the captain of the port of Boca del Rio, regarding the captures.

U. S. STEAM SLOOP MONONGAHELA,
Brazos Santiago, November 8, 1863.

SIR: Yesterday afternoon I received a letter from the captain of the port, a translation of which I herewith enclose you. Early this morning I went down to the mouth of the river and investigated the case, and if Captain Brown's statement is correct, which I have no reason to doubt, he has not gone beyond his duty. The lighters were not seized at all, and as they returned to the port as soon as they had unloaded I said nothing about them in my letter to the captain of the port. A copy of my letter in answer to his I also enclose.

There was a steamer that left to-day, I believe, for New Orleans, but the general is quartered on shore and did not advise me of her sailing.

There has nothing further of importance transpired here since I wrote you last. Nothing has been landed to-day, it being too rough on the bar. The steamers are nearly all discharged.

Three or four days since the general proposed to make another demonstration higher up the coast, but I have heard nothing of it since, as I have not been able to get on shore.

I had to send the *Owasco* up to Galveston for coal night before last.

It will be a serious matter for this vessel to coal there, if it is as rough as it is here. There has been but one day since I arrived here that I could have cast loose my 11-inch or 200-pounder rifle, and even on that one day it would have been attended with no small risk. Even to-day, when the steamers anchored near me are quite steady, my ship rolls the muzzles of the broadside guns under water.

The *New London* came down yesterday on a cruise and brought me a dispatch from Captain Gillis; she returned immediately.

Very respectfully, your most obedient servant,

J. H. STRONG,
Commander.

Commodore H. H. BELL,

Commanding Western Gulf Blockading Squadron,
U. S. Flagship *Pensacola*, New Orleans, La.

[Enclosures.—Translation.]

OFFICE OF CAPTAIN OF PORT OF MATAMORAS
AND MILITARY COMMANDER,
Boca del Rio, November 6, 1863.

To-day, at 9 in the morning, the schooners *Matamoras*, *Clotilde*, and all the other Mexican lighters have been captured by the U. S. war steamer *Virginia*, and as I do not know what is the reason for which they have been arrested, I desire to learn it, as likewise if we have no guaranties that the remaining ships may continue to trade.

Considering that the United States are a friendly nation, I can not believe that this is true, and if it should be so, I would see myself obliged to close the port and give an account to my Government as soon as I may have an opportunity.

Hoping that you will answer me as you deem best, I offer to you the assurance of my esteem and consideration.

Liberty and reform.

JOSEPH G. SOLAR.

To COMMANDING OFFICER

OF THE SQUADRON OF THE U. S. A.,
Brazos de Santiago.

U. S. STEAM SLOOP *MONONGAHELA*,
Off *Rio Grande*, November 8, 1863.

SIR: I have the honor to acknowledge the receipt of your communication of the 6th instant, which came to hand late last evening.

In reference to the captures complained of, the captain of the *Virginia*, who made the captures, informs me that they were at anchor in American waters at the time of capture, and were pursuing a contraband trade. No vessel anchored in Mexican waters has been interfered with, or even visited, so far as I can learn.

The *Clotilde* was not captured, but on the contrary was found in distress by the *Virginia*, having lost all of her anchors. The *Virginia* took her in tow till she could be relieved.

Neither the Government of the United States nor its officers wish to interfere, in any manner whatsoever, with the trade of Matamoras, or any other Mexican port; on the contrary, it is their desire to continue the same friendly relations that are now existing.

Hoping that this explanation will be satisfactory,

I am, sir, very respectfully, your most obedient servant,

J. H. STRONG,
Commander.

JOSEPH G. SOLAR,

Captain of the Port, Boca del Rio.

Report of Commander Strong, U. S. Navy, transmitting additional correspondence with the captain of the port of Boca del Rio, regarding the legality of the captures.

U. S. STEAM SLOOP MONONGAHELA,
Brazos Santiago, Tex., November 12, 1863.

SIR: I have to-day received another communication from the captain of the port, a translation of which I send you, as well as my answer.

Later in the evening, 9 p. m., I received a communication from General Banks, asking me to send a gunboat to Aransas Pass to ascertain if there was a force there, as he wants to make a landing there at once. He has a report that the place has been abandoned. I had to detain the *Virginia* for that duty. She ought to be back to-morrow night, when I shall send her up to Captain Gillis.

More troops are expected down in a day or two, as steamers have been sent up for them.

Very respectfully, your most obedient servant,

J. H. STRONG,
Commander.

Commodore H. H. BELL,

*Commanding Western Gulf Blockading Squadron,
U. S. Flagship Pensacola, New Orleans, La.*

[Enclosures.—Translation.]

OFFICE OF CAPTAIN OF PORT AND
MILITARY COMMANDANT OF BOCA DEL RIO,
Boca del Rio, November 8, 1863.

I have received your polite note, and am fully acquainted with the causes for which the commander of the gunboat *Virginia* says he has captured the schooner *Matamoras*—for being in United States waters, and also for having contraband of war.

I have made enquiry of the consignee, and he assured me that he had no contraband of war, and as to being in the waters of the United States, it is not certain, because in the spot where she was anchored taking her cargo are Mexican waters.

I should wish you to condescend to communicate your rules, that they may be registered, and, if it should be true that she carried contraband of war, that I may communicate it to my Government, and the final result.

I assure you of my respect and consideration.

Liberty and reform.

JOSEPH G. SOLAR.

BOCA DEL RIO, *November 8, 1863.*

SIR: The schooner *Matamoras*, Captain Russell, from New York, was taken by authority of the commander of the United States fleet, the said vessel being in Mexican waters and loaded for the port of Matamoras with a regular clearance from the aforesaid port of New York, and having no articles on board contraband of war, as you will perceive from a complete copy of her manifest, and said vessel being owned as per register by Messrs. Santiago Yturria, O. K. King, and Captain Russell, the former a citizen of Mexico and the two others of the United States.

Respectfully and truly, yours,

MANUEL LEGRAND.

To the COMMANDER OF THE UNITED STATES FLEET,
Gulf of Mexico.

U. S. STEAM SLOOP MONONGAHELA,
Brazos de Santiago, Tex., November 12, 1863.

SIR: Your communication of the 8th instant has just come to hand.

In answer I can only say [that] the anchorage of the schooner *Matamoras* was ascertained by the compasses of the schooner, as well as those of the *Virginia*, and in presence of the officers of the schooner. The case, however, will be adjudicated upon by a legal court.

You ask me to communicate our rules in reference to captures. We claim the right to capture any vessels anchored in our waters on this coast, as it has all been declared closed to commerce by the Government of the United States. Capture, however, does not necessarily infer condemnation; that is the duty of the court to decide.

I have received a communication, dated the 11th instant, not signed, but as it came from your office, I presume the omission was accidental.

The boat spoken of does not belong to either of the men-of-war off the port; it belongs to the Army. I will send your communication to the quartermaster, who will probably attend to the matter.

Very respectfully, your most obedient servant,

J. H. STRONG,
Commander.

JOSEPH G. SOLAR,
Captain of Port of Boca del Rio.

*Order of the Secretary of the Navy to Lieutenant-Commander De Haven,
U. S. Navy, commanding U. S. S. Sebago.*

NAVY DEPARTMENT, *November 5, 1863.*

SIR: As soon as the U. S. S. *Sebago* is in all respects ready for sea you will proceed with her to New Orleans and report to Commodore H. H. Bell, or the senior officer present, for duty in the West Gulf Blockading Squadron.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Lieutenant-Commander JOSEPH E. DE HAVEN,
Commanding U. S. S. Sebago, Navy Yard, New York.

Report of Commodore Bell, U. S. Navy, regarding improved sanitary conditions on board the United States vessels in the Mississippi River.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, La., November 6, 1863.

SIR: I am happy to state that the health of vessels in the river has materially improved.

It became advisable to send the *Estrella* and *Princess Royal* to quarantine and have everybody sent on shore to live in tents. The health of all hands improved instantly, and the cases of fever reported are of the mildest character.

No new case has occurred on board of this ship since October 26.

I have the honor to be, sir, very respectfully, your obedient servant,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Commodore Bell, U. S. Navy, of the arrival at New Orleans of the U. S. S. Lackawanna for extensive repairs.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, La., November 6, 1863.

SIR: I have respectfully to inform the Department that the *Lackawanna* arrived to-day from Mobile Bar for repairs, her propeller bearings having worn away so much as to let the propeller down upon the shoe, against which it thumps with great violence. I am sorry to say the detention in consequence will be prolonged and uncertain as to time.

The *Arkansas* will arrive to-day from Galveston and Sabine Pass, having left all well there.

No information has been received from General Banks' expedition since it left the river, October 27.

I have the honor to be, sir, very respectfully, your obedient servant,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Order of Commodore Bell, U. S. Navy, to Acting Master Hamilton, U. S. Navy, commanding U. S. S. Commodore, to proceed to Pass Christian for the protection of Mrs. Charlotte Seal.

U. S. STEAM SLOOP PENSACOLA,
November 9, 1863.

SIR: You will proceed in the steamer *Commodore* to Pass Christian, [Miss.], and give protection to Mrs. Charlotte Seal, a loyal woman, who has permission to embark her furniture in a vessel of her own, to bring it to New Orleans. You will be careful to guard against surprise by establishing a proper armed guard and lookout. It is understood that her house is near the beach; if it is not, you are not to risk your men. A guard of soldiers would be necessary.

You will not allow yourself to be unreasonably detained on this service, which, having performed, you will proceed to Ship Island, and, having filled with coal, return to the lakes, looking into the bays and creeks on the Mississippi coast for blockade runners and pirates, which are known to infest those shores (as well in the [Mississippi] Sound as the lakes).

Very respectfully,

H. H. BELL,
Commodore.

Acting Master J. R. HAMILTON,
U. S. S. Commodore, Port Peacock,
[Lake Pontchartrain and Lake Borgne].

Letter from Commodore Bell, U. S. Navy, to Brigadier-General Bowen, U. S. Army, transferring soldiers escaped from Galveston.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, November 9, 1863.

GENERAL: Eleven soldiers escaped from Galveston Harbor a short time since, and came off to the blockading vessels.

They wish to take the oath of allegiance, and can doubtless give some reliable information as to the defenses of Galveston on the land side and of Texas generally. I leave them in your hands.

Very respectfully, your obedient servant,

H. H. BELL,
Commodore, Comdg. Western Gulf Blockading Squadron.

Brigadier-General JAMES BOWEN,
Provost-Marshal-General, Department of the Gulf.

Letter from the Secretary of the Navy to Commodore Bell, U. S. Navy, forwarding information of smuggling in Texas.

NAVY DEPARTMENT, *November 9, 1863.*

SIR: I enclose herewith a copy of a communication received by the Secretary of State and referred to this Department, from the U. S. consul at Matamoras, relative to the smuggling of rebel uniforms across the Rio Grande to Texas, and the absence of our ships of war from the vicinity.

Very respectfully.

GIDEON WELLES,
Secretary of the Navy.

Commodore H. H. BELL,
Comdg. Western Gulf Blockdg. Squadron pro tem,
New Orleans.

[Telegram.]

NAVY DEPARTMENT, *November 9, 1863.*

Send the *Pembina* to New Orleans for duty in West Gulf Squadron. Orders were sent on the 2d instant.

GIDEON WELLES,
Secretary of Navy.

Rear-Admiral HIRAM PAULDING,
Commandant of Navy Yard, New York.

Report of Commander Townsend, U. S. Navy, regarding delayed dispatch from Brigadier-General Stone, U. S. Army, requesting cooperation of tin-clads in Berwick Bay.

U. S. S. ESSEX,
Off Donaldsonville, La., November 10, 1863.

COMMODORE: I have the honor to acknowledge the receipt, by the *St. Clair*, of your note of the 3d instant, covering a copy of a communication, dated October 9, 1863, and addressed, "To the Senior Officer in Command U. S. Squadron at New Orleans," by "G. Norman Lieber, Acting Assistant Adjutant-General." In this communication General [Charles P.] Stone, chief of staff, curtly asks by telegraph for "Tin-clads to cooperate with the army in Berwick Bay."

As you refer the document to me, I beg leave to say in reply that except in case of public emergency I do not feel authorized to order any of the vessels under my command to points beyond the limits of the Mississippi Squadron. And in the case presented, I can not see that any such emergency exists.

In order that the first district of his command might be adequately protected, Admiral Porter temporarily supplied the places of the compulsorily absent vessels he had assigned thereto by withdrawing a couple of tin-clads from other districts. I do not think he would approve my sending the vessels thus gleaned from the other divisions on an outside expedition in compliance with the call of an informal, half-made-up telegram that was over a month in reaching me.

In case I should be informed by you, commodore, that the necessity for such action existed I would at once send the tin-clads down, with instructions to their commanders to place themselves under your orders. I would know that they were wanted for an important purpose, and thus could rest assured of the admiral's approval of my course. General Stone's unexplained telegraphic calls can possess no such weight or influence.

I shall transmit to Admiral Porter by the first opportunity a copy of the document for his consideration and decision.

I have the honor to remain, very respectfully, your obedient servant,

ROBERT TOWNSEND,
Commander, U. S. Navy.

Commodore HENRY H. BELL, U. S. Navy,
Commanding Western Gulf Blockading Squadron.

Report of Commander Strong, U. S. Navy, announcing the occupation of Brownsville by Major-General Banks, U. S. Army.

U. S. STEAM SLOOP MONONGAHELA,
Brazos Santiago, November 10, 1863.

SIR: It has been blowing a gale for the last twenty-four hours, but is now moderated. We have just had a tug off from the shore.

General Banks is at Brownsville. He has possession there. I have no more information in regard to the proposed expedition higher up the coast.

The *Katahdin* came in this morning; she leaves to-morrow for Galveston again.

The army have lost several steamers here, but nothing to interrupt the expedition materially. All is going on well.

Very respectfully, your most obedient servant,

J. H. STRONG,
Commander.

Commodore H. H. BELL,
Commanding Western Gulf Blockading Squadron,
U. S. Flagship Pensacola, New Orleans, La.

Letter from Brigadier-General Stone, U. S. Army, to Commodore Bell, U. S. Navy, calling attention to British blockade runners in Mermentau River.

NEW ORLEANS, November 11, 1863.

COMMODORE: A reconnoissance made by order of Major-General Franklin toward the Mermentau River develops the fact that there are four blockade-running schooners in that river, discharging freight from New Orleans. Two of these are British schooners, the *Adelaide*, which cleared from Matamoras August 16, 1863, and sailed September 2; and the *Derby*, a British schooner, which cleared August 29, and sailed September 2 for Belize, Honduras, via Matamoras. Can not these vessels be caught?

Very respectfully, I am, commodore, your most obedient servant,

CHAS. P. STONE,
Brigadier-General and Chief of Staff.

Commodore H. H. BELL, U. S. Navy,
Commanding West Gulf Squadron.

Report of Commander Strong, U. S. Navy, upon his return from the mouth of the Rio Grande.

U. S. STEAM SLOOP MONONGAHELA,
Brazos Santiago, Tex., November 12, 1863.

SIR: I have this moment returned to this anchorage from the Rio Grande, and learn that a transport will go to New Orleans this afternoon.

I have at last got all the boats belonging to our ships off from the shore. Three of my men deserted with their arms from the boats when the troops were landed.

There is a revolution going on at Matamoras. They have had three governors in the last two days. Governor Cobos and Lieutenant-Governor Vila were shot by order of Cortina and one took refuge at Brownsville.

There is an English frigate now off the Rio Grande.

The general is still at Brownsville. He proposed to make another landing higher up the coast; how soon I do not yet know, or at what point.

The captain of the *Virginia* reports his vessel in an unsafe condition on account of the loss of the rudderhead. I shall send her up to Captain Gillis for his action in the matter.

Very respectfully, your most obedient servant,

J. H. STRONG,
Commander.

Commodore H. H. BELL,
Commanding *Western Gulf Blockading Squadron*,
U. S. Flagship Pensacola, New Orleans, La.

Orders of Captain Jenkins, U. S. Navy, for the blockade off Mobile.

U. S. S. ONEIDA,
Off Mobile, November 12, 1863.

Coston night signals to be burned without any preparatory.

- No. 1. A strange sail in sight, westward.
2. Sail running out this pass.
3. Enemy coming out.
4. Sail outside of me, southward.
7. Suspicious lights inside.
8. Assistance I need.
9. Strange sail to eastward.

NOTE.—A rocket following the signal changes “sail” into “steamer.”

The following to be shown by gunboats inside bar:

Hoist red light if steamer running out goes to eastward.

White light if she goes to westward.

Red and white lights if she goes to southward.

White and red lights if she goes back.

If any vessel wishes to speak, communicate with, or pass any other vessel of the fleet at night, she will hoist her night number, which, when made out, will be answered by a single light or ship's number. The vessel wishing to communicate will then haul down her lights and stop her engines till the other vessel hauls down her lights, when she will communicate or continue on her course. The captains have permission to get underway and communicate with the senior officer whenever they consider it necessary or convenient.

Memorandum.—In case a rebel vessel makes her appearance off Mobile, the blockading vessel making the discovery will, at the time or immediately after firing the first gun, hoist a red light at the peak, which will be followed by all the blockading vessels to prevent friend firing into friend. In case the rebel vessel should hoist a red light also to mislead us, then the blockading vessel making the discovery will haul down the red light and hoist instead her night distinguishing light at the peak or well aft, and all the vessels will immediately hoist their night distinguishing lights.

T. A. JENKINS,
Captain.

Order of Commodore Bell, U. S. Navy, to Acting Master Zerega, U. S. Navy, to assume command of the U. S. S. Antona.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, La., November 13, 1863.

SIR: You are hereby detached from the U. S. S. *Jasmine*, and you will assume command of the U. S. S. *Antona* and get her ready for sea immediately.

Respectfully,

H. H. BELL,
Commodore, Commanding Western Gulf Blockading Squadron.
Acting Master A. L. B. ZEREGA,
Commanding U. S. S. Jasmine, New Orleans.

Order of Commodore Bell, U. S. Navy, to Acting Master Maine, U. S. Navy.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, La., November 13, 1863.

SIR: You are hereby detached from the U. S. S. *Antona*, and you will assume command of the U. S. S. *Jasmine*.

Respectfully,

H. H. BELL,
Commodore, Commanding Western Gulf Blockading Squadron.
Acting Master WM. A. MAINE,
Commanding U. S. S. Antona, New Orleans.

Order of Commodore Bell, U. S. Navy, to Acting Master Wade, U. S. Navy.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, November 13, 1863.

SIR: You are hereby detached from the U. S. S. *Kennebec*, and you will report to Commodore Henry K. Thatcher for command of the U. S. S. *Gertrude*.

I am, respectfully,

H. H. BELL,
Commodore, Commanding Western Gulf Blockading Squadron.
Acting Master HENRY C. WADE,
U. S. S. Kennebec.

Report of Commodore Bell, U. S. Navy, giving information regarding military occupation of Brownsville, Tex.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, November 13, 1863.

SIR: I have the honor to inform the Department that I have a dispatch from Captain Strong, commanding the U. S. S. *Monongahela*, off the Rio Grande, November 10. Major-General Banks was in possession of Brownsville with 3,000 men and 16 pieces of artillery.

General Dana was in command at the mouth of the river; his number of troops is not stated, but more troops and supplies are being forwarded to that point. The weather has been heavy, and the army has lost several steamers there.

They draw very heavily upon us for coal, having no supply of their own in the Gulf, and I am obliged to recognize their necessities in forwarding supplies. I have written to the chief of the Bureau of Equipment and Recruiting and to Commodore Adams, requiring immediate supply of coal to be forwarded to this city and Pensacola navy yard.

I have the honor to be your obedient servant,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commodore Bell, U. S. Navy, regarding vessels under repairs at New Orleans.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, November 13, 1863.

SIR: The U. S. S. *Richmond*, having received some repairs, left the river yesterday, 12th instant, for blockade service off Mobile Bar, and the *Port Royal* will come in immediately for indispensable repairs.

The gunboats *Aroostook* and *Antona*, having nearly completed their repairs, will be ready for sea by the 16th, and will then proceed to Galveston Bar to relieve the *Katahdin*, *New London*, and *Cayuga*, which can scarcely keep the sea.

The vessels now in this port undergoing repairs are the *Lackawanna*, *Genesee*, *Penguin*, *Tennessee*, *Antona*, *Pinola*, *Aroostook*, *Sciota*, *Princess Royal*, and *Estrella*.

I have the honor to be, your obedient servant,

H. H. BELL,

Commodore, Comdg. West. Gulf Blockdy. Squadron pro tem.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Commodore Bell, U. S. Navy, regarding improved sanitary conditions.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, November 13, 1863.

SIR: I am happy to state that the fever has nearly disappeared from the vessels in the river; the *Aroostook* and *Estrella* (now at Quarantine) are the only vessels having cases to report.

In other respects the health of the fleet is good.

I have the honor to be, your obedient servant,

H. H. BELL,

Commodore, Comdg. West. Gulf Blockdg. Squadron pro tem.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Captain Gillis, U. S. Navy, regarding affairs on the coast of Texas.

U. S. STEAM SLOOP OSSIPEE,
Off Galveston, Tex., November 13, 1863.

SIR: By the coal schooner *Annie Lewis* I respectfully forward to you letters, dispatches, requisitions, etc. She sailed on the 8th instant and would probably reach you by the 11th.

The *Arizona*, from Sabine Pass, came here for coal on the 10th. She took in 20 tons and returned the 11th. Commander Rolando being apprehensive of an attack or attempt to run out by the rebel force, I have permitted her to remain there, of which you have been advised.

The *New London* was dispatched, 5th instant, on a cruise along the coast to Rio Grande and back. She returned the 10th and was sent to Brazos River the following day; returned the 12th.

On arrival of the *Owasco* for coal I sent the *Katahdin* (8th instant) to cruise to southward as far as Brazos Santiago. She returned this afternoon, 13th. Lieutenant-Commander Johnson reports all quiet there. General Banks, in Brownsville, joined by 1,500 Unionists there, who had driven out the Confederate force and put out the fire they had started to burn the place. There is some trouble between civil and military at Matamoras. Rumor says the governor had gone to Brownsville for protection.

It was reported to Lieutenant-Commander Johnson by an army officer that demonstration would be made by General Banks at other points to northward until reinforcements were received from New Orleans. I therefore send you the *Katahdin* for repairs, and desire to dispatch the *Cayuga* and *New London* so soon as I have vessels to supply their stations. The want of steamers here and along the coast to southward has prevented their departure.

The *Katahdin*, it is thought by engineers, will require ten days at farthest for repairs. The *Owasco* will remain here until her return, unless the *Monongahela* arrives for coal. Vessels here require all the schooner *Lovett Peacock* has. We hourly look for other schooners, as also supply vessels. The schooner *Enterprise*, you mentioned having been sent with coal on board, has not made her appearance. They had exhausted their supply (taken all from schooner) off Sabine when the *Arizona* left.

The *Kittatinny* came here for water and provisions. I sent her to communicate with the *Bohio*, of which I informed you. Her requisitions were forwarded. Both these vessels arrived here this forenoon. The latter has called for a survey, which I order and send result to you.

The coast at and near the Rio Grande being in the possession of our forces, I will direct Commander Strong to send occasionally a vessel along the coast to northward as far as Corpus Christi. Will send the *Granite City* down to Brazos Santiago to-morrow, to return when her services there can be dispensed with.

I learned by the *Arizona* that General Magruder had sent out by flag of truce to *Seminole* a reply to the communication you mentioned. It has not been transmitted here; may have gone direct to you.

* * * * *

Some activity is daily visible at Galveston; a number of vessels there. Yesterday army signaling was seen to southwest part of island; trains of cars have run out and in with troops.

Report on *Bohio* and examination of master's mate of *Katahdin* for promotion to ensign accompanies this.

Very respectfully, your obedient servant,

JNO. P. GILLIS,
Captain and Senior Officer,
Second Division Western Gulf Blockading Squadron.

Commodore H. H. BELL,
Comdg. Western Gulf Blockading Squadron, New Orleans.

Letter from Commodore Bell, U. S. Navy, to Commander Rolando, U. S. Navy, advising him of the reported presence of British blockade runners in Mermentau Lake.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, November 13, 1863.

SIR: I am in receipt of your report of things at Sabine, November 3. The bark *Hanson Gregory*, 510 tons coal, was sent on the 7th instant from South West Pass to the vessels off Sabine.

I have been informed by General Stone that there are two British schooners lying in Mermentau Lake, or bayou, supplying the rebels. The lake and approach being very shallow, it would be difficult to find boats of light draft to navigate there.

I would like to have them captured or burned if they can be gotten at.

I will send a vessel to that coast as soon as one can be spared. There is no doubt of the blockade being frequently violated in those waters by small craft from this city.

I fear there is no chance of the troops reaching Sabine by land.

General Banks holds Brownsville, Point Isabel, and the mouth of the Rio Grande with several thousand troops.

I have no one to send you in the place of Mr. Karlowski; you must keep him, therefore.

I am, respectfully,

H. H. BELL,
Commodore, Comdg. Western Gulf Blockading Squadron.

Commander HENRY ROLANDO,
Commanding U. S. S. Seminole, off Sabine Pass.

Order of the Secretary of the Navy to Commodore Bell, U. S. Navy, enjoining vigilance against breach of blockade near the Rio Grande.

NAVY DEPARTMENT, *November 14, 1863.*

SIR: I herewith enclose a copy of a dispatch, dated the 19th of September last, from Franklin Chase, esq., U. S. consul at Tampico, in reference to trade between that port and the Rio Grande.

Vigilance will be necessary at and near the Rio Grande to prevent such traffic as Mr. Chase speaks of.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commodore H. H. BELL,
Comdg. Western Gulf Blockdg. Squadron pro tem., New Orleans.

Order of the Secretary of the Navy to Commodore Bell, U. S. Navy, regarding the disposition of vessels having fever cases on board.

NAVY DEPARTMENT, November 14, 1863.

SIR: I have received your No. 113, relative to fever on board the vessels of the squadron.

Such vessels as, in the opinion of the fleet surgeon, need a Northern climate, and as are fit for service in the Mississippi Squadron, you can send to Rear-Admiral Porter to remain there for the present. Rear-Admiral Porter has been advised of this and will send some of his squadron to supply their places.

Notify the Department of those you are going to send up, and furnish Rear-Admiral Porter with a copy of your letter.

Furnish the Department with a list of the vessels on outside duty that, in the opinion of the medical officers, should come North.

You can send the *Pensacola* to a Northern climate when you see proper to do so.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commodore H. H. BELL,
Comdg. Western Gulf Blockdg. Squadron pro tem.,
New Orleans, La.

Recapture of the schooner Mary Campbell by the U. S. S. Bermuda, off Pensacola, November 14, 1863.

Report of Commodore Bell, U. S. Navy.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, La., November 20, 1863.

SIR: I have the honor to report that on the 14th instant Acting Volunteer Lieutenant Commanding Smith, U. S. S. *Bermuda*, recaptured schooner *Mary Campbell* off Pensacola bar, from a gang of rebels or pirates who came out of the Perdido River under the notorious James Duke, who captured the steam tug *Boston* off the Mississippi some months ago. Two other schooners were in company with the *Mary Campbell*, bound to Pensacola navy yard for coal, under contract with the Army. One of them is supposed to have gone safely into Pensacola Bay, and the other was burned.

I have had no report from Commodore Thatcher, who, by last accounts, had sent a gunboat to look after them and the freebooters at Perdido.

Being uncertain as to the proper disposition of this new class of prisoners, I shall send them to the North by the *Bermuda* for the action of the Navy Department.

Acting Volunteer Lieutenant Smith's official report of the circumstances is herewith enclosed, marked "No. 1." James Duke was not captured.

Very respectfully, sir, your obedient servant,

[H. H. BELL],

Commodore, Comdg. West Gulf Blockdg. Squadron pro tem.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Letter from Lieutenant-Commander Franklin, U. S. Navy, to Brigadier-General Bowen, U. S. Army, regarding the case of the prisoners captured.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, November 20, 1863.

GENERAL: I am directed by Commodore Bell to inform you that he has decided to refer the case of the prisoners captured at sea by the U. S. S. *Bermuda* to the Navy Department, and that they will be detained to await the instructions of the honorable Secretary of the Navy.

Very respectfully, your obedient servant,

S. R. FRANKLIN,
Lieutenant-Commander and Chief of Staff.

Brigadier-General JAMES BOWEN,
Provost-Marshal-General, Department of Gulf.

Report of Acting Volunteer Lieutenant Smith, U. S. Navy, commanding U. S. S. *Bermuda*.

U. S. S. BERMUDA,
New Orleans, November 17, 1863.

SIR: I have the honor to report the arrival of the U. S. S. *Bermuda* at this place; also the recapture of the American schooner *Mary Campbell*, which vessel was captured by the rebels under the following circumstances:

On the 14th instant, 5 miles W. S. W. of Pensacola bar, I made out three vessels directly ahead, evidently steering for Pensacola. On nearing them they separated. The one nearest me I brought to by firing a shell across her bow. On boarding her she proved to be the schooner *Venice*, of New Orleans, bound for Pensacola under Government charter. The captain, on being interrogated, said the other two vessels were under charter also for Pensacola, and were the schooners *Norman* and *Mary Campbell*, and that he did not know why the latter had hauled out to sea. Considering the circumstances of her doing so suspicious, I immediately gave chase and overhauled her after four hours' run, firing in the meantime seven shells. On boarding found that she had been captured by a lugger containing 16 men under command of the notorious James Duke, who had also captured the *Norman*, with which vessel he, with 10 of his crew, had made for the land upon my heaving in sight, and I have reason to believe that he beached and burned her, as, when in chase of the *Mary Campbell*, I saw her run upon the beach and was to all appearances on fire. I at once removed the 6 prisoners on board this ship, took the *Mary Campbell* in tow, and proceeded to Mobile, it being nearer than Pensacola, and reported the facts to Commodore Thatcher, who sent three gunboats to look for Duke and the other vessel. The 6 prisoners are now on board this ship awaiting the disposition of Commodore Bell. The *Mary Campbell* I released, with her original crew, directing her to proceed to Pensacola according to her charter. I also captured the lugger, fixed ammunition for howitzer, nine rifles, one shotgun (the howitzer having been thrown overboard by the rebels during the chase). Their rebel

flag, which they threw overboard when they hove to, was picked up by the boarding officer.

I have the honor to be, sir, very respectfully, your obedient servant,

J. W. SMITH,

Acting Volunteer Lieutenant, Commanding.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Abstract log of the U. S. S. *Bermuda*, Acting Volunteer Lieutenant J. W. Smith, U. S. Navy, commanding.

November 14, 1863.—At 2 p. m. finished putting out stores, etc., hauled off from the dock, and proceeded out of the harbor in charge of a pilot. At 2:30 crossed the bar and shaped a course for Mobile blockade. Saw three schooners bound in to Pensacola in company with a large lugger. At 3 p. m. saw the lugger alongside of one of the schooners, which immediately hauled on the wind, as also did one of the other schooners. Suspicions being excited as to the character of the lugger's actions, we immediately gave chase. Hove to the schooner *Venice* and boarded her; found her all right; from New Orleans, bound to Pensacola. Let her proceed and gave chase for the schooner standing out to sea with the lugger in tow. At 5 p. m. got within range of the schooner and fired a shell at him. Not heaving to, fired several shell at him. Got near enough to reach him, when he hove to and we immediately boarded him and found he had been taken by privateers out of Perdido Bay. Secured the pirates, six in number, and sent them on board of this steamer. Found the schooner to be the *Mary Campbell*, from New Orleans, bound to Pensacola. He reported the capture of the other schooner by the same pirate, who put on board nine men under Captain Duke and started her for Perdido River; the rest of the pirates remained on board the *Mary Campbell*. Put the pirates in single irons, and took the schooner and lugger in tow and started for the Mobile fleet. At 10 p. m. spoke and boarded the bark *Hammond*, from Ship Island, for Pensacola. Cautioned him about the pirates and let him proceed.

November 15.—At 2:15 a. m. came to anchor near the *Colorado*, and Captain Smith went on board to report. Schooner came to anchor near us. From 4 to 8 a. m.: Brought the captured lugger alongside and took everything out of her and gave her up to the *Colorado*.

Order of the Secretary of the Navy to Lieutenant-Commander de Krafft, U. S. Navy, commanding U. S. S. Conemaugh.

NAVY DEPARTMENT, *November 16, 1863.*

SIR: As soon as the U. S. S. *Conemaugh* is ready for sea proceed with her to New Orleans with all practicable dispatch and report to Commodore H. H. Bell, or the senior commanding officer present, for duty in the Western Gulf Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of Navy.

Lieutenant-Commander J. C. P. DE KRAFFT,
Commanding U. S. S. Conemaugh, Philadelphia.

Order of Commodore Bell, U. S. Navy, to Acting Master Zerega, U. S. Navy, commanding U. S. S. Antona, to proceed to duty on Galveston Bar.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, November 16, 1863.

SIR: As soon as the U. S. gunboat *Antona* is ready for sea proceed to the bar of Galveston and report to Captain John P. Gillis, U. S. steam sloop *Ossipee*, the senior officer there, for blockade duty on the coast of Texas.

When you leave the river make a good S. S. W. course as far as latitude 26° N., thence proceed to the westward in the track of vessels running from the Mexican coast, making a good W. by N. course until you bring Velasco to bear N. W. Stand on that course until you make the land, and thence to Galveston Bar.

I am, respectfully,

H. H. BELL,
Commodore, Comdg. Western Gulf Blockdg. Squadron pro tem.
Acting Master A. L. B. ZEREGA,
Commanding U. S. S. *Antona*.

Instructions for United States vessels as to neutral vessels in Mexican waters off the Rio Grande.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, November 16, 1863.

The United States vessels of war visiting the Rio Grande will be governed by the following instructions as to neutral vessels in Mexican waters off the Rio Grande, viz:

You will be careful not to claim nor exercise belligerent rights within Mexican waters, which begin at a line drawn at right angles to the coast, passing through the middle of the outside channel or bar of that river. Everything to an anchor north of that line, as well as on the high seas, you have the belligerent right to visit and examine, and you are expected to exercise this right steadfastly, without giving unnecessary annoyance or inconvenience, and to send into port for adjudication every vessel of whose lawful character you may have a reasonable doubt. Vessels bound to and from the Rio Grande are frequently met with on the coast much out of their courses, which vessels are unquestionably blockade runners and should be sent in for adjudication, always informing the judge with exactness of their position when seized. On that coast it is pretty much a question of latitude, always easily ascertained.

H. H. BELL,
Commodore, Comdg. Western Gulf Blockading Squadron.

Report of Commander Townsend, U. S. Navy, commanding U. S. S. Essex, regarding lumber.

U. S. S. ESSEX,
Off Donaldsonville, La., November 16, 1863.

COMMODORE: I am sorry to inform you that our expectations of obtaining timber from the Red River country have been disappointed. Colonel Wilder (formerly of the Topographical Engineer Corps, and for many years past a civil engineer in this State) spoke to me of there being 100 000 pine logs, about 50,000,000 feet of lumber, just above

the mouth of Red River. I had no faith in the quantity mentioned; but I did hope to find some foundation of fact for so magnificent a story, a few hundred to represent the hundred thousand, and I was greatly disappointed by the result of my enquiries. The accompanying copy of Lieutenant-Commander Ramsay's letter will inform you regarding the facts of the case, and it will also acquaint you with his desire to aid you by collecting all suitable logs that may be found in his district. I have requested Lieutenant-Commander Foster, commanding the second district, to make similar collections. I fear that a great deal can not be expected from these gleanings, but they may serve to give you a moderate supply of passable lumber.

As soon as the requisite preparations could be made after the return of the *St. Clair* from New Orleans, I sent Captain [T. B.] Gregory down to White Hall to start the sawmill. It has been quite a job to get the mill, neglected and decaying during the last two years, in running order, and yesterday the *St. Clair* returned for necessary axes, shovels, oil, and files. These articles were supplied, and Captain Gregory went back to his work. I gave him a barrel of lard oil and such files as would answer his purpose temporarily. But he wants mill saw files, and I send herewith a requisition for some (as well as other articles), which you will much oblige me by filling. Captain G. thinks he will have the mill ready by to-morrow, when he will commence getting out the lumber at the rate of 4,000 to 5,000 feet per day. Will you please send me by Captain Morong the sizes you will want? I think we can get out for you from the logs on hand about 20,000 to 30,000 feet.

I have the honor to remain, very respectfully, your obedient servant,
 ROBERT TOWNSEND,
Commander, U. S. Navy.

Commodore HENRY H. BELL, U. S. Navy,
Commanding Western Gulf Blockading Squadron.

[Enclosure.]

U. S. S. CHOCTAW,
Off Mouth of Red River, November 10, 1863.

SIR: I have the honor to acknowledge the receipt of your communication of the 9th instant.

I regret that it is not in my power to assist Commodore Bell. The only lumber I have been able to get about here has been from wrecks of coal barges and flats.

There were a few logs in Red River last August, but it is impossible to get them out, as there is not water enough in Old River for our lightest draft tin-clads.

I will direct the commanders of the vessels in this district to keep a lookout for lumber of all kinds, and, if any is found, will send it down.

Very respectfully, your obedient servant,
 FRANK M. RAMSAY,
Lieutenant-Commander, Comdg. Third District, Mississippi River.

Commander ROBERT TOWNSEND,
*Commanding First District, Mississippi River,
 U. S. S. Essex, Donaldsonville, La.*

Report of Commander Rolando, U. S. Navy, commanding U. S. S. Seminole, regarding affairs in Sabine Pass.

U. S. S. SEMINOLE,
Sabine Pass, November 16, 1863.

SIR: I enclose to you a request for survey of the *Arizona* from the medical officer of that vessel and the report of the surveying officers.

* * * * *

I have sent into Sabine Pass twice, once on the 5th and again on the 13th, for an answer to the dispatch sent to General Magruder, but have received no reply as yet.

The rebels are quite busy in the Pass during spells, and I think erecting more batteries on the eastern shore. I do not see as many tents as were here a few weeks ago, and think that a portion of the force has been removed from this point.

The coal bark *Hanson Gregory* arrived here on the 13th from New Orleans.

Your obedient servant,

H. ROLANDO,
Commander, U. S. Navy.

Commodore H. H. BELL,
Comdg. Western Gulf Blockading Squadron pro tem,
New Orleans.

Occupation of Aransas Pass, Texas, and capture of three-gun battery, November 17, 1863.

Report of Commodore Bell, U. S. Navy, transmitting additional reports.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, November 25, 1863.

SIR: I have the honor to report that the battery of three heavy guns at Aransas Pass was captured on the 17th instant by a body of troops under Major-General Banks, from the Rio Grande, attended by the U. S. steam sloop *Monongahela*, Commander James H. Strong.

Commander Strong, after assisting in the landing of the troops on Aransas Island, steamed ahead and opened an effective fire upon the battery, which shortly hoisted the white flag and was taken possession of by the troops, who engaged it also.

Major-General Banks commends the effective gunnery of the *Monongahela*.

Please receive enclosed (No. 1) Commander Strong's report and (No. 2) letter from Major-General Banks.

I have the honor to be your obedient servant,

H. H. BELL,
Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Commander Strong, U. S. Navy, commanding U. S. S. *Monongahela*.

U. S. STEAM SLOOP MONONGAHELA,
Off Aransas Pass, Coast of Texas, November 17, 1863,

SIR: I have the honor to report to you that, in compliance with the request of Major-General Banks, I left Brazos Santiago in the evening

of the 15th instant to convoy his fleet of transports, bearing 1,900 troops, to this pass. In the afternoon of the 16th we arrived off Corpus Christi Pass, and at sunset began to land troops on the southern end of Mustang Island. About 1,200 men were landed there. I sent men enough on shore to man a two-howitzer battery, under the charge of Acting Ensign H. W. Grinnell. At 2 this morning got underway and came with the remaining transports to this pass; landed the balance of the troops about 4 miles below the fortification; then proceeded up within range and threw fifteen shells into it, making some beautiful shots. The army advancing on both sides of the island toward the fortification at this time, the enemy ran up the white flag and I ceased firing.

The garrison of 100 men surrendered and three battery guns and a howitzer, with wagons, ammunition, and over 100 horses and mules, fell into our hands. The army is now in quiet possession of Mustang Island and command the pass.

The general proposes to move upon Pass Cavallo in two or three days. He speaks in the highest terms of praise of the officer whom I sent on shore in charge of the howitzer battery, as well as of the men.

The *Granite City* is here and I am obliged to detain her for a few days. Her commander will send a Spanish bark taken off the Rio Grande as a prize to New Orleans to-morrow. He has a prize schooner which is not considered safe to send, and as she draws but 2 feet of water, I will put her cargo into the bark and detain her for General Banks' use.

Very respectfully, your most obedient servant,

J. H. STRONG,
Commander.

Commodore H. H. BELL,

Comdg. West Gulf Blockdg. Squadron, U. S. Flagship Pensacola.

Letter from Major-General Banks, U. S. Army, to Commodore Bell, U. S. Navy.

HEADQUARTERS DEPARTMENT OF THE GULF,
Flagship McClellan, off Aransas Pass, Tex., November 17, 1863.

COMMODORE: It gives me pleasure to inform you of the capture of the works at Aransas Pass this day. We have in our possession three heavy guns, a lieutenant-colonel, 9 officers, 90 men, between 80 and 90 horses, a quantity of small arms, and considerable transportation. We arrived at Corpus Christi from Brazos Santiago yesterday, about 2 o'clock p. m., and landed our troops during the night. It was supposed that the *Matamoras*, which we brought with us from the Rio Grande, would be able to cross the bar, but we found only 2½ feet of water there, which made it impossible, and we were compelled to land our troops upon the coast by means of surfboats. The landing occupied a greater part of the night. The troops reached Pass Aransas early this morning, taking the enemy completely by surprise. After skirmishing for a couple of hours on the island, and the firing of some most excellent shots from the *Monongahela*, they surrendered. To-morrow we move against Pass Cavallo, where we shall have, perhaps, a more severe contest. It is important, in reference to our future movements, that there should be one or two gunboats in Berwick Bay.

I hope you will send down one or two as soon as possible. Admiral Porter ought to send some of his gunboats, which were ordered here by the Government, to the mouth of the river and around by the coast. I am confident we could get them round safely by means of buoying them, with the assistance of steamers and watching closely for fair weather. The distance is about 40 miles. I wish you would communicate with him upon this subject. Captain Strong has been of great assistance to us in enabling us to land troops. The artillery practice against the enemy was most effective.

I have the honor to be, with much respect, your obedient servant,

N. P. BANKS,

Major-General, Commanding.

Commodore H. H. BELL,

Comdg. West Gulf Blockdg. Squadron, etc., New Orleans.

Report of Brigadier-General Ransom, U. S. Army.

HEADQUARTERS U. S. FORCES,

North End of Mustang Island, Tex., November 18, 1863.

SIR: I have the honor to report that in obedience to Special Order No. —, dated Headquarters Department of the Gulf, Brazos Santiago, Tex., November 15, 1863, I embarked with the Thirteenth and Fifteenth Maine, Twentieth Iowa Infantry (two companies), First Engineers, Corps d'Afrique and two boat howitzers on the transports assigned by Colonel Holabird, acting quartermaster, leaving orders for the Thirty-fourth Iowa Infantry and the battery, which were to arrive from Brownsville, to embark on the steamer *Warrior* and follow the expedition.

At sunset on the 16th instant I disembarked the Thirteenth and Fifteenth Maine and Twentieth Iowa Infantry and the two boat howitzers through the surf, near the south end of Mustang Island, and at once moved my forces in a northerly direction up the beach, with a strong line of skirmishers in my front. Meeting no enemy, I moved rapidly, and by 4 a. m. on the morning of the 17th instant had made 18 miles. I halted at this point, allowed the troops to rest until daylight, and again pushed forward. The enemy's skirmishers made a faint show of resistance about a mile south of their camp, when I deployed the Thirteenth Maine and, advancing in line, drove them to their camp on the north end of the island, where the garrison, consisting of 9 officers and 89 men, with a battery of 3 heavy guns, surrendered to me without resistance and unconditionally.

I at once placed Colonel Dyer, Fifteenth Maine Infantry, in command of the post, and made provisions for the care of the prisoners and captured stores, which consisted chiefly of 3 heavy guns, the small arms of the prisoners, 1 schooner, and 10 small boats, all in fair condition. I herewith forward descriptive lists of the prisoners and schedules of captured property. There are about 140 horses and mules and 125 head of cattle on the island. Scarcity of forage has compelled me to let them run at large and subsist on the scanty growth of grass on the island.

Colonel H. D. Washburn, Eighteenth Indiana Infantry, commanding the troops on the steamer *St. Mary's*, disembarked a portion of

his troops (Eighteenth Indiana) at the south end of the island, and the remainder (Eighteenth Indiana) near the north end of the island, and by a forced march reached me at this point about two hours after the surrender.

After my forced march of 22 miles up the beach my command was completely exhausted and foot-sore. Both officers and men are entitled to great credit for their perseverance and zeal in accomplishing the march and dragging the artillery by hand with them.

The cooperation of the United States naval forces, under Commander James H. Strong, in the *Monongahela*, merits and receives my entire approbation. He advanced soon after daylight and searched for the enemy's works, making excellent practice with his guns, bursting XI-inch shells, as I afterwards ascertained, in the enemy's camp. The conduct of the naval party of Acting Ensign H. W. Grinnell and ten seamen from the *Monongahela*, in charge of two howitzers, in landing and accompanying the expedition from Corpus Christi Pass was of the most satisfactory character.

• • Captain L. P. Griffin, naval aid to General Banks, afforded me much valuable assistance and advice. The sailing of the fleet was under his direction, and the plan of landing through the surf was adopted through his advice.

I desire particularly to make honorable mention of Colonel Isaac Dyer, commanding Fifteenth Maine Infantry, and Lieutenant-Colonel Hesseltine, Thirteenth Maine Infantry, who were untiring in their efforts to encourage their men and urge them forward. Lieutenant-Colonel Hesseltine was the first man to land through the surf and plant his colors on the island. Captain [R. M.] Hill and Lieutenant Jackson, of General Banks' staff, volunteered much valuable assistance.

I regret to mention in this connection the unsoldierlike conduct of Major Thompson, commanding Twentieth Iowa Infantry, who constantly discouraged his men by complaining in their presence of the hardships of the march, and permitted them to scatter and straggle to the rear, losing more than half his men before he reached the north end of the island.

Lieutenant-Colonel W. S. Dungan, Thirty-fourth Iowa, reported to me, shortly after the surrender, with his regiment and Battery F, First Missouri Light Artillery, on steamer *Warrior*. I caused the Thirty-fourth Iowa to be disembarked on St. Joseph's Island, leaving the battery for the present on board.

I am, sir, very respectfully, your obedient servant,

T. E. G. RANSOM,
Brigadier-General Volunteers.

Lieutenant AUGUSTUS W. SEXTON,
Acting Assistant Adjutant-General, Department of the Gulf.

Letter from Brigadier-General Bee, C. S. Army, to Lieutenant-Colonel Dickinson, C. S. Army, commanding at San Antonio, Tex.

HEADQUARTERS FIRST DIVISION, ARMY OF TEXAS,
Corpus Christi, Tex., November 21, 1863.

SIR: The general commanding directs me to state, for your information, that the enemy, who landed in force on Mustang Island on the 16th, captured two companies of our troops on the north end of

that island, after a severe fight which lasted more than half an hour, with small arms. The gunboats in the Gulf shelled our forces from their guns before these troops, landed on the lower end of the island, came up, which was about 8 a. m. on the 19th. Major [George O.] Dunaway, of the State troops, is among the prisoners.

These facts are all ascertained from persons who witnessed the fight from the dredge boat about 6 miles distant from the island. Nothing is known of the killed and wounded. The steamer *Cora* passed through safe and is at Saluria. There are now three large steamers inside of Aransas Bar and five outside.

Nothing further from Brownsville since my last.

I am, colonel, your obedient servant,

[E. R. TARVER,]

Aid-de-Camp and Acting Adjutant-General.

Lieutenant-Colonel A. G. DICKINSON,

Commanding Post at San Antonio.

Report of Brigadier-General Bee, C. S. Army, regarding the detention of flag of truce by the enemy.

HEADQUARTERS FIRST DIVISION, ARMY OF TEXAS,

Corpus Christi, Tex., November 24, 1863.

SIR: Your communications of the 17th and 18th are at hand. * * *

I regret to state that the enemy have either captured or detained Lieutenant W. L. Mann, of my staff, who was sent with a letter under a flag of truce; he has not returned, although absent forty-eight hours. He was seen to go to the fleet.

I enclose a copy of my communication and my instructions to Lieutenant Mann, which I believe that the general commanding will consider as proper and not exceeding the usages of war. I have no experience, but I believe I was not wrong.

I submit to the general commanding as to what course I shall take in view of this outrage. In connection with this, it is proper to state that the flag of truce sent by Colonel Hobby before I arrived here has not returned; we are a little fearful that the boat may have capsized, as the weather was storming when it left. It is possible that they did not wish their movements to be known, and therefore detained my officer; but if he complied with my instructions, as I know he would do, he could have given no cause for his detention on that account, as he could not see any more than we could do from the shore.

* * * * *

With great respect, your obedient servant,

H. P. BEE,

Brigadier-General, Provisional Army.

Captain EDMUND P. TURNER,

Assistant Adjutant-General, Houston.

[Enclosures.]

Instructions to Lieutenant Mann.

HEADQUARTERS FIRST DIVISION, ARMY OF TEXAS,

Corpus Christi, Tex., November 21, 1863.

SIR: You will proceed in the vessel commanded by Captain Henry to the vicinity of the United States fleet at Aransas Pass. On arriving

at a point from which your signal can be seen, you will attract their attention, and await the approach of such boat as may be sent to you. As your mission is one solely of humanity, you will not approach so near the enemy as to induce them to suppose that your object is to obtain information of their movements, strength, etc. On receiving an answer to the communication which you bear, you will return to this point.

You will raise a white flag on your vessel as soon as you leave this wharf, and keep it flying until your return.

By order of Brigadier-General H. P. Bee, Provisional Army:

E. R. TARVER,

Aid-de-Camp and Assistant Adjutant-General.

Lieutenant WALTER L. MANN,

Acting Assistant Adjutant-General.

HEADQUARTERS FIRST DIVISION, ARMY OF TEXAS,

Corpus Christi, Tex., November 21, 1863.

SIR: In response to the appeals made to me by the families of the soldiers of this army stationed on Mustang Island, I have the honor to send Lieutenant Walter L. Mann, acting assistant adjutant-general of this division, under a flag of truce, with this communication.

In the name of humanity, I ask that you will inform me of the fate of those soldiers, that the families may be relieved from this state of suspense.

A flag-of-truce boat sent down by Colonel [A. M.] Hobby, of this command, before my arrival has not returned; it was borne by Acting Sailing Master Neal; information as to its whereabouts is requested.

I have the honor to be, with great respect, your obedient servant,

H. P. BEE,

Brigadier-General, Provisional Army Confederate States.

COMDG. OFFICER OF THE U. S. LAND OR NAVAL FORCES,

Aransas Pass.

Report of Brigadier-General Bee, C. S. Army, transmitting report of Lieutenant Mann, C. S. Army, bearer of flag of truce.

HEADQUARTERS FIRST DIVISION, ARMY OF TEXAS,

Port Lavaca, November 30, 1863.

SIR: I herewith transmit you an interesting report from Lieutenant Mann of his visit and detention at the camp of the enemy at Aransas Pass, under a flag of truce, together with a communication from General Banks,

I am, sir, your obedient servant,

H. P. BEE,

Brigadier-General, Commanding.

Captain EDMUND P. TURNER,

Assistant Adjutant-General, District of Texas; etc., Houston.

[Enclosure.]

HEADQUARTERS FIRST DIVISION, ARMY OF TEXAS,

Lavaca, November 30, 1863.

SIR: Acting in accordance with your instructions to me on the 21st instant, I left Hawley's dredge boat on Aransas Bay on the 22d, bearing, under a flag of truce, your communication to the officer command-

ing the naval and land forces of the United States Army at Aransas Pass.

On arriving within probably a mile of the nearest vessel of the Federal fleet, I stopped and waved my flag repeatedly to attract the attention of their outposts. After the lapse of two or three hours, I saw nearing me a small boat, containing an officer and 5 men. Although they had no white flag flying, still I determined to await their approach, being very anxious to get an answer to your communication. As soon as the boat reached me, I made known my business, and handed the officer my documents.

I was at once placed under guard, and the Federal boat returned to the island, coming back again in an hour, with instructions to take myself and party, consisting of 2 citizens, within the lines.

As soon as we reached Aransas City I was conducted to the headquarters of the officer commanding the troops at that point. I was here informed that I would be detained until General Banks, whose headquarters were on Mustang Island, about 5 miles distant, could receive your communication and act upon it. This gave me an opportunity of seeing very distinctly their entire force, and forming some idea of the very active movements that were going on. I soon came to the conclusion that an expedition was being organized to attack our fortifications at Saluria, which conclusion was verified during the evening.

* * * * *

The expedition was directed by General [Cadwallader C.] Washburn, who commands, I understand, one division of the Thirteenth Army Corps, U. S. Army.

General Washburn marched on Saluria the same evening that I landed on the island, the 22d instant. About two hours after my landing I was taken by Colonel [Nathan A. M.] Dudley, inspector-general of the Thirteenth Army Corps, U. S. Army, to Mustang Island, when the colonel informed me I would be detained there three or four days for prudential motives. Quarters were assigned me on one of their transports.

I was detained within the Federal lines four days, during which time, being restricted only by the limits of the transport on which I was quartered, I had an opportunity of gaining considerable information respecting General Banks' expedition against our State.

Until the 25th, the five regiments that marched against Saluria and two companies of negroes that remained on Mustang [Island] comprised General Banks' entire command this side of Brownsville. On the evening of the 25th, however, a vessel arrived from New Orleans, I think, with two regiments—the Twenty-first and Twenty-second Iowa; they also averaged only about 500 men each. This comprised General Banks' entire command on the islands of Mustang, Saint Joseph's and Matagorda. When I was released on the evening of the 26th instant, he had outside four heavy ships of war—the *McClellan*, his flagship; the *Monongahela*, their heaviest armed ship; the *Granite City*, and the *Thomas Scott*. Inside the bar there were six transports drawing under 8 feet of water, all armed but one, their armament consisting of 12-pounder Dahlgren howitzers and 20-pounder Parrott guns. There were four of each kind; two of the Parrott guns, however, were in battery on land, two small earth-works having been thrown up as soon as the island was captured.

One of the transports was the *Matamoras*, from the Rio Grande, one of the boats owned by Messrs. King & Kennedy, of Brownsville; all of their boats excepting one are in the hands of the Federals. The *Matamoras* is still commanded by her same captain, Dalzell. * * *

I have the honor to be, very respectfully, your obedient servant,

WALTER L. MANN,

First Lieutenant and Acting Assistant Adjutant-General.

Brigadier-General H. P. BEE.

Letter from Commodore Bell, U. S. Navy, to Captain Gillis, U. S. Navy, regarding coal for the vessels on the Texas coast.

U. S. STEAM SLOOP PENSACOLA,

Off New Orleans, November 17, 1863.

SIR: The *Katahdin* is in, also the coal vessels *Annie Lewis* and *Forest King*. I sent you the coal brig *Samuel Lindsey*, 511 tons, on the 26th October, and presume she has reached you.

On the 7th instant the bark *Hanson Gregory* was dispatched with 510 tons coal for Sabine Pass.

I am now loading up two vessels with coal, say 1,000 tons, and they will be sent to Galveston some time this week. Therefore don't draw unnecessarily on the collier off Sabine.

The *Bermuda* is in to-day, but will be detained a few days for the *Circassian* to get ahead.

The *Antona*, Acting Master Alfred L. B. Zerega, left here yesterday to report to you.

The *Aroostook* goes down to-day, and the *Proctu* will follow in about one week. The *Penguin* will follow about two weeks hence.

These are the only vessels I have in store for you.

Troops are being forwarded to Rio Grande.

I am, very respectfully,

H. H. BELL,

Commodore, Comdg. Western Gulf Blockdg. Squadron pro tem.

Captain JOHN P. GILLIS,

U. S. Steam Sloop Ossipee,

Comdg. U. S. Blockading Forces, off Coast of Texas.

Letter from Brigadier-General Stone, U. S. Army, to the senior naval officer near Donaldsonville, requesting cooperation of a gunboat at Plaquemine.

NEW ORLEANS, November 17, 1863.

SIR: Is there any gunboat at Plaquemine? If not, can one be sent there? There is information that the enemy are on the Grosse Tête, above that point.

Very respectfully, your obedient servant,

CHARLES P. STONE,

Brigadier-General and Chief of Staff.

SENIOR NAVAL OFFICER,

Near Donaldsonville.

Report of Commander Townsend, U. S. Navy, regarding the call for cooperation at Plaquemine.

U. S. S. ESSEX,
Off Donaldsonville, La., November 18, 1863.

COMMODORE: I intended to send the *Argosy* to New Orleans last evening, but Colonel Fiske (commanding Fort Butler) brought me a telegram from General Stone, speaking of a rumored advance of the rebels on Plaquemine, and at Colonel Fiske's request I sent the *Argosy* thither, although the place is not in my district. Captain Morong, finding that there was no immediate cause for apprehension, returned here to-day, and I now send the *Argosy* below. If it be necessary that a gunboat lie at Plaquemine for any time it should be supplied by the second division, as the place lies within that district. I have therefore telegraphed to Captain Swaney, of the *Kenwood*, lying at Baton Rouge, to consult with General Cooke, there commanding, and, if it should appear necessary, proceed to Plaquemine and remain there as long as his presence might be required, or until he should receive other orders from his division commander, Captain Foster. After the *Argosy* returns from New Orleans I will send her again to Plaquemine to learn from Captain Swaney the exact situation of affairs, and, if requisite, give him assistance. The *Argosy* will make but a short stop at New Orleans. I do not apprehend that any disturbance will occur during her absence. If aid be required above us, I will take Captain Gregory from his guard over the mill for a day or two and send him up to cooperate with Captain Swaney at Plaquemine.

Will you please give orders that the articles required for the mill be obtained and put on board the *Argosy* with dispatch? With these rumors flying around, and spasmodic calls from the Army for gunboats, I should like to have my little force well in hand to assist our soldier brethren if requisite. The latter, in their placid, self-gratulatory moments, are somewhat inclined to make light of the doings of the Navy; but when an alarm comes their first thought and cry is for a gunboat, and many a scrape have the gunboats helped them out of, often saving them from utter destruction. I do not know what bright thought induced the military authorities to stick down 200 troops at Plaquemine, where there should be either a strong force or none at all. It is really a very important strategic point, and should be defended by a well-garrisoned fort. Captain Morong will give you the particulars of the rumors, etc.

I have the honor to remain, very respectfully, your obedient servant,

ROBERT TOWNSEND,

Commander, U. S. Navy.

Commodore HENRY H. BELL, U. S. Navy,
Commanding Western Gulf Blockading Squadron.

Report of Commander Townsend, U. S. Navy, regarding a vessel for cooperation at Plaquemine.

U. S. S. ESSEX,
Off Donaldsonville, La., November 18, 1863—10:30 p. m.

COMMODORE: An hour since I received a second dispatch from General Cooke, saying: "The *Kenwood* has gone to Bayou Sara, near which

the enemy's batteries are said to be engaged. It is merely report that a large force of them are on their march down the Grosse Tête, but it is repeated." Having heard so many similar reports I do not place very great confidence in these; but as the *Kenwood* can not go to Plaquemine, I feel it is my duty to send a gunboat thither from my division. I am therefore compelled to withdraw the *St. Clair* from the mill for a few days and send her up to Plaquemine. As soon as the *Argosy* returns she will relieve the *St. Clair*, so that Captain Gregory can go on with the work at the mill.

I have the honor to remain, very respectfully, your obedient servant,
 ROBERT TOWNSEND,
Commander, U. S. Navy.

Commodore HENRY H. BELL, U. S. Navy,
Commanding Western Gulf Blockading Squadron.

Instructions from the Secretary of the Navy to Commodore Bell, U. S. Navy, connected with the sending of United States vessels North.

NAVY DEPARTMENT, *November 18, 1863.*

SIR: Hereafter when any vessel of the West Gulf Blockading Squadron is sent home you will take out the men whose terms of service are not out and substitute those whose enlistments have expired; you will also take out such stores and ammunition as are not deemed necessary for the safety of the vessel, and retain all officers recently on the station.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Commodore H. H. BELL,
Commanding West Gulf Blockading Squadron pro tem.

Capture of the schooner Amelia Ann and Spanish bark Teresita.

Report of Acting Master Lamson, U. S. Navy, commanding U. S. S. Granite City.

U. S. S. GRANITE CITY,
Off Aransas, Tex., November 18, 1863.

SIR: I have to report that, in pursuance of orders from Captain John P. Gillis, commanding second division Western Gulf Blockading Squadron, I left Galveston on the 14th November and proceeded to Brazos Santiago with dispatches for Commander Strong, U. S. S. *Monongahela*, but not finding him there I proceeded to the Rio Grande, where I learned he had left for Corpus Christi. In the vicinity of Brazos Santiago I captured the schooner *Amelia Ann*, under English colors, from Havana, bound to Matamoras, with a cargo of liquors, oils, etc.

In American waters (with the mouth of the Rio Grande bearing by compass W. S. W.) I found the Spanish bark *Teresita*, with 298 bales of cotton on board. I immediately took possession and towed her to this place, arriving here this day. I have dispatched her to New Orleans, in charge of a prize officer. Enclosed please find list of officers and crew. The bearing of the mouth of the river was the same

by the bark's compass as by our own, and her mate confessed that she was in American waters; also that she had taken part of her cargo on board at the same anchorage, and that the wind had been favorable for shifting her position into neutral waters if he had been so disposed. I boarded another Spanish bark, also in American waters, that had been examined by the *Monongahela*, but as she had no cargo on board at that time was not disturbed, but I found that since the *Monongahela* left she had taken on board 44 bales of cotton, but with the small power of this steamer I could not tow her, as I had the schooner in addition to the *Teresita*; therefore, I was obliged to leave her.

Trusting that my proceedings in this case will prove to have been correct and legal,

I remain, very respectfully, your obedient servant,

C. W. LAMSON,
Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Commodore Bell, U. S. Navy, to the Spanish consul at New Orleans, regarding the case of the schooner *Amelia Ann*.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, December 21, 1863.

SIR: Major-General Banks has referred to me your letter of 17th December, relating to the schooner *Amelia Ann*, seized off the Rio Grande by the U. S. gunboat *Granite City*.

I would state for your information that the case of the schooner *Amelia Ann* is pending in the U. S. district court, and has gone out of the hands of the naval authorities. Any reclamations you may desire to make should be done through that court.

I have the honor to be, your obedient servant,

H. H. BELL,
Commodore, Comdg. Western Gulf Blockdg. Squadron pro tem.

DON JUAN CALLEJON,
Her Catholic Majesty's Consul at New Orleans.

Letter from the Secretary of the Navy to the Secretary of State, regarding the capture and disposition of the bark *Teresita*.

NAVY DEPARTMENT, February 9, 1864.

SIR: I have the honor to acknowledge the receipt of your letter of the 30th ultimo, enclosing a translation of a note, dated the 21st ultimo, addressed to you by M. Tassara, the minister of her Catholic Majesty, complaining of the alleged illegal capture of the Spanish brig *Teresita* by a vessel of the U. S. Navy, concerning which you ask to be furnished with such information as this Department may possess or may be able to obtain.

Acting Master C. W. Lamson, commanding the U. S. S. *Granite City*, by which vessel the capture of the *Teresita* was made, reported briefly the circumstances under date of the 18th of November last.

He says that in American waters (with the mouth of the Rio Grande River bearing by compass W. S. W.) he found the *Teresita* with 298 bales of cotton on board, took possession of her, placed a prize crew in charge, and dispatched her to New Orleans. He further says the bearing of the mouth of the river was the same by the bark's compass as by his own, and that her mate confessed he was in American waters; also that she had taken part of her cargo on board at the same anchorage, and that the wind had been favorable for shifting her position into neutral waters if he had been so disposed.

The Department has no further information on the subject of the seizure than the report of Acting Master Lamson conveys.

The *Teresita* has been sent to the prize court at New Orleans, which is a proper tribunal to decide upon the legality of the seizure. Mr. Tassara's note is herewith returned.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Hon. W. H. SEWARD,
Secretary of State.

Order of Commodore Bell, U. S. Navy, to Lieutenant-Commander Fitzhugh, U. S. Navy.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, November 19, 1863.

SIR: You are hereby ordered to relieve Lieutenant-Commander James Stillwell, in command of the U. S. gunboat *Pinola*.

Very respectfully,

H. H. BELL,
Commodore, Comdg. Western Gulf Blockdg. Squadron pro tem.

Lieutenant-Commander W. E. FITZHUGH, U. S. Navy,
New Orleans.

Report of Lieutenant-Commander Greene, U. S. Navy, regarding proposed expedition for the destruction of some of the United States vessels in Mobile Bay.

U. S. SHIP VINCENNES,
Ship Island, November 19, 1863.

SIR: Accompanying the communication of Lieutenant-Commander Bigelow, in reference to the prisoner George W. Walker, I have to state that I have learned from him that an expedition is fitted out in Mobile Bay to destroy some of the blockading fleet. The particulars are as follows:

The steamer *Gunnison*, a small propeller, having a torpedo attached in a similar manner to the one used at Charleston, is about to run down the *Colorado*, or such vessel as she may meet. She is commanded by one Cunningham, with a crew of not over ten men. She is iron cased about her boilers, carries no guns, has one smokestack, no mast, very low in the water, draws 7 feet. Torpedo contains about 150

pounds powder. I have taken proper steps to inform Commodore Thatcher off Mobile.

The prisoner who is brought with this can give you the further particulars. I had him searched on board this vessel and found two papers in the lining of his coat, marked Nos. 1 and 2, in the accompanying list of articles; also an amount of money, which is specified, which was found in his wallet with sundry other papers.

The suspicious movements of this person, as reported by Lieutenant-Commander Bigelow, when taken, have caused me to give the particulars in this dispatch.

As he was seen to land before capture, I have ordered the *Calhoun* to go and search the spot that he was seen at. The prisoner reports that he sunk a bundle of dispatches for General Banks off Pascagoula, and thinks he could recover them. This was before he was seen by the *Calhoun*. He says he can recollect the tenor of the dispatches.

Should they be of importance I will try (if you will send the prisoner down) to recover them.

Respectfully,

C. H. GREENE,
Lieutenant-Commander.

Commodore H. H. BELL,
Commanding Western Gulf Blockading Squadron.

Report of Rear-Admiral Farragut, U. S. Navy, regarding additional vessels for the Texas coast.

HASTINGS UPON HUDSON, *November 20, 1863.*

SIR: I regret to inform the Department that the *Hartford* and *Brooklyn* will not be ready for sea in less than three weeks, from the best information I can obtain. I particularly regret it, because I see that General Banks is in the field and my services may be required. A letter from Commodore Bell to-day urges me to bring down more vessels, as the calls upon him by the army since they have determined to occupy Texas can not be supplied without too much sacrifice of the blockade. I am informed there are some turreted ironclads building on the Upper Mississippi, which should be nearly finished by this time. They draw about 6 feet of water and will be the very vessels to operate in the shallow waters of Texas, if the Department would order them down there. We might also have some vessels of still lighter draft, say, not to exceed 4 feet, built there and sent down the river and thereby avoid the risk of a sea voyage. We can not protect these vessels against round shot, but they can be well protected against musketry by boiler iron. With one or two light guns they can do the service of a larger vessel and their great facilities for transporting and landing troops and patrolling on Lake Pontchartrain and the bayous along the coast.

All of which is respectfully submitted by your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Rolando, U. S. Navy, commanding U. S. S. Seminole, regarding general matters.

U. S. S. SEMINOLE,
Sabine Pass, November —, 1863.

SIR: Your dispatches of November 7, 12, and 13 have been received. I send to New Orleans in the *Circassian* Mr. Robert G. Pope, acting second assistant engineer, detached by your order from this ship, with instructions to report to the senior officer at that place.

I enclose to you, to be forwarded to the Secretary of the Navy, the prize list of the crew of this ship, which has been corrected; also the dates of appointment of all volunteer officers at Sabine Pass.

Agreeably to your order, the *Arizona* was sent on the 18th to Calcasieu Pass, where Mr. Charles M. Thayer was landed under a flag of truce. The *Arizona* then proceeded to Mermentau Lake, but could discover no vessels either there or in the vicinity.

A previous requisition was made for 30 bags of soft coal. It was receipted for by Captain Eaton, of the *Circassian*, but left behind at New Orleans. You will oblige me by having it sent to this ship in the *Bermuda*, as it is fuel for the ship's galley, which will not burn the anthracite coal.

In consequence of the increase of the fever on board the *Arizona*, pronounced by the surgeons to be yellow fever, I will, on her return from Vermilion Bay, where I have sent her as a convoy to the *Kate Dale*, army transport, with broken-down machinery, send her to Galveston to await Captain Gillis's orders.

You will see by the report of the medical officers that the sickness and mortality on board the *Arizona* is increased greatly, to such an extent that I fear she will be inefficient from the loss of men. Since the report was forwarded two additional deaths took place on the 21st from the fever, and the ship is thoroughly infected with the disease, so much so that she is not a proper vessel for blockading duty.

As I think there will be no doubt of what Captain Gillis will do, viz, send the vessel to New Orleans for orders, I will call your attention, in anticipation, to my previous request for an increase of force at this point.

Your obedient servant,

H. ROLANDO,
Commander, U. S. Navy.

Commodore H. H. BELL,
Comdg. Western Gulf Blockading Squadron pro tem,
New Orleans, La.

Report of Commodore Bell, U. S. Navy, referring to the capture of the vessels Matamoras, Science, Volante, and Dashing Wave.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, November 20, 1863.

SIR: I have the honor to acknowledge the receipt of your order of October 21, directing the *Colorado* to be sent in due time to Portsmouth, N. H., for her to reach there by the 1st of February next.

A former letter, September 23, ordered her to be sent to Portland, Me. She will be detached by the 1st of January.

Reports have been received from Captain James H. Strong, U. S. S. *Monongahela*, off Brazos Santiago, November 12, and from Acting Volunteer Lieutenant Brown, U. S. gunboat *Virginia*.

The gunboats *Owasco* and *Virginia* seized the following-named British trading vessels lying off the Rio Grande, in American waters, as they believe, for being in contraband trade, viz, schooner *Matamoras*, brig *Volante*, bark *Science*, and brig *Dashing Wave*. As soon as these vessels arrive, their reports will be forwarded.

An insurrection occurred in Matamoras, November 10, headed by Cortinas, who shot the governor and lieutenant-governor.

The object of the insurrection was not stated by Captain Strong.

The *Aroostook*, Lieutenant-Commander C. Hatfield, which has been heretofore on blockade off Mobile Bar, has been detached from there and sent to the coast of Texas.

The brig *Bohio*, blockading off the coast of Texas, leaking badly, will be relieved immediately by the U. S. bark *W. G. Anderson*, under the command of Acting Master J. F. Winchester.

The U. S. ship *Nightingale*, being too damp for ordnance stores, the U. S. bark *J. C. Kuhn*, Acting Master J. F. Harden, will start for Pensacola Bay to-morrow to receive the ordnance stores formerly in the *Nightingale*.

Acting Assistant Paymaster W. R. Sherwood has been ordered to proceed to the North and report his arrival there by letter to the Department.

He was relieved by Acting Assistant Paymaster Ichabod Norton.

I have the honor to be, your obedient servant,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commodore Bell, U. S. Navy, transmitting correspondence with the commanding officer of H. B. M. S. Galatea, regarding the exercise of belligerent rights off the Rio Grande.

U. S. STEAM SLOOP PENSACOLA,

Off New Orleans, November 20, 1863.

SIR: I have the honor to enclose herewith copy of a letter, marked No. 1, from Captain Maguire, of H. B. M. S. *Galatea*, requesting information as to the instructions under which United States cruisers act off the Rio Grande in reference to neutral vessels trading there. A copy of my reply, No. 2, thereto is also enclosed.

I have the honor to be, your obedient servant,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

[Enclosures.]

H. B. M. S. GALATEA,

Off the Rio Grande, November, 1863.

SIR: In consequence of the numerous applications which I receive as to the immunity from capture of British vessels engaged in legal

trade in Mexican waters, on the Mexican side of the Rio Grande, by vessels of the U. S. Navy, I have the honor to request you will be pleased to give me for the information of Vice-Admiral Sir Alexander Milne, K. C. B., the British naval commander in chief on the North American station, such items of the orders issued to the officers in command of cruisers in the Gulf of Mexico as relate to the treatment of neutral vessels in the Mexican waters of the Rio Grande. Lieutenant Brown, commanding the U. S. cruiser *Virginia*, has been good enough to allow me to copy his general instructions on this head, but I am anxious to obtain the authority of the officer in command of the Gulf Squadron on this subject for the guidance and information of British men-of-war visiting Matamoras.

I have the honor to be, sir, your most obedient servant,

ROCHFORD MAGUIRE,

Captain, Senior Naval Officer, Gulf of Mexico.

Commodore H. H. BELL, etc.,

U. S. S. Pensacola, New Orleans.

U. S. STEAM SLOOP PENSACOLA,

Off New Orleans, La., November 16, 1863.

SIR: I have the honor to acknowledge the receipt of your letter of the present month, requesting information as to the instructions which govern United States cruisers in the Gulf of Mexico in relation to the treatment of neutral vessels in the Mexican waters of the Rio Grande, and would state in reply that the United States cruisers in the Gulf of Mexico proceeding to the Rio Grande have orders not materially differing from those of the U. S. S. *Virginia*, viz:

Not to claim or exercise belligerent rights within Mexican waters, which begin at a line drawn at right angles to the coast, passing through the middle of the outside channel or bar of that river; everything to an anchor north of that line, as well as on the high seas, you have the belligerent right to visit and examine, and you are expected to exercise this right steadfastly, without giving unnecessary annoyance or inconvenience, and to send into port for adjudication any vessel of whose lawful character you may have a reasonable doubt. Vessels bound to and from the Rio Grande are frequently met with on the coast, much out of their courses; such vessels are unquestionably blockade runners, and should be sent in for adjudication, always informing the judge with exactness of their position when seized. On the coast it is pretty much a question of latitude, always easily ascertained.

I have the honor to be, your obedient servant,

H. H. BELL,

Commodore, Comdg. West Gulf Blockdg. Squadron pro tem.

Captain ROCHFORD MAGUIRE,

H. B. M. S. Galatea, off the Rio Grande.

Report of Commander Strong, U. S. Navy, commanding U. S. S. Monongahela, regarding proposed cooperation with Major-General Banks at Pass Cavallo.

U. S. STEAM SLOOP MONONGAHELA,

Off Aransas Pass, Coast of Texas, November 21, 1863.

SIR: I have the honor to acknowledge the receipt of your two letters of the 14th instant.

The *Alabama* has arrived and is now inside. I shall get the buoy and plant it as directed, if it is on board. I have heard nothing of it as yet.

General Banks intends to march from this point to Matagorda, and desires me to be at Pass Cavallo to cover his approach. He will move in a day or two.

I have been very careful about meddling with vessels off the Rio Grande; even those anchored in our waters that had clear papers, I have not disturbed. One I had towed off, as she could not otherwise get off, for it was clearly a mistake in her being there, and her papers were all right.

Vessels anchored on our side (clearly so), and being engaged in a suspicious trade, I have, of course, claimed the right to capture.

I have to-day sent the *Granite City* 15 miles up the coast to reconnoiter, at the request of General Banks. The Army now hold the whole line of coast from the Rio Grande to this point, and I trust will soon hold Pass Cavallo.

* * * * *

The *Circassian* brought us no mails.

Very respectfully, your most obedient servant,

J. H. STRONG,
Commander.

Commodore H. H. BELL,
Commanding West Gulf Blockading Squadron,
U. S. Flagship Pensacola, New Orleans, La.

Order of the Secretary of the Navy to the commandant, navy yard, New York, regarding tugs.

NAVY DEPARTMENT, November 23, 1863.

SIR: The tugs *Cowslip* and *Narcissus* are to be sent to the Western Gulf Blockading Squadron.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral HIRAM PAULDING,
Commandant, Navy Yard, New York.

Order of Commodore Bell, U. S. Navy, to Acting Master Gray, U. S. Navy, commanding U. S. Ship Courier, to return to New York.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, November 23, 1863.

SIR: Having found it convenient to send the stores brought out in the *Courier* for Pensacola to that place by another conveyance, you will proceed to New York with the U. S. ship *Courier* under your command without delay, and on your arrival report to the commandant of the navy yard there.

Respectfully,

H. H. BELL,
Commodore.

Acting Master S. C. GRAY,
Commanding U. S. Ship Courier, New Orleans.

Report of Lieutenant Hatfield, U. S. Navy, commanding U. S. S. Aroostook, regarding the capture of the schooner Eureka.

U. S. S. AROOSTOOK,
Off Galveston, November 23, 1863.

SIR: I have the honor to report the capture of schooner *Eureka* loaded with 73 bales of cotton and bound to Havana.

The capture took place on the 22d of November in latitude 27° 16' N., longitude 94° 26' W. The *Eureka* sailed from Brazos River on the 19th instant, running S. S. E., and intending to run to the eastward on the 23d. She reports three other small vessels inside ready to come out and of about her own size, viz, 20 tons.

Very respectfully, etc.,

CHESTER HATFIELD,
Lieutenant, Commanding.

Commodore H. H. BELL,
Commanding Western Gulf Squadron.

Order of Commodore Bell, U. S. Navy, to Acting Volunteer Lieutenant Johnstone, U. S. Navy.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, November 24, 1863.

SIR: You are hereby detached from the U. S. gunboat *Octorara*, and you will proceed to the coast of Texas by the first public conveyance and assume command of the U. S. bark *W. G. Anderson*, reporting to Captain J. P. Gillis, senior officer at Galveston, on your way.

Respectfully,

H. H. BELL,
Commodore, Comdg. Western Gulf Blockdg. Squadron pro tem.
Acting Volunteer Lieut. JOHN A. JOHNSTONE, U. S. Navy,
U. S. Gunboat Octorara.

Order of Commodore Bell, U. S. Navy, to Commodore Thatcher, U. S. Navy, enjoining vigilance against attack from torpedo vessel in Mobile Bay.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, November 25, 1863.

SIR: Frequent reports reach me from time to time of the certainty of a small screw steamer, carrying a torpedo over her bow, being ready to come out from Mobile Bay to attack the vessels on blockade either off the bar or in the sound.

The vessel is low in the water, has one chimney, and draws 7 feet and carries no gun.

Be vigilant and take her or destroy her if you can.

Torpedoes and rams are entitled to no quarter

I am, very respectfully,

H. H. BELL,
Commodore, Comdg. Western Gulf Blockdg. Squadron pro tem.
Commodore HENRY K. THATCHER,
Commanding U. S. Blockading Forces, off Mobile Bar.

Order of Commodore Bell, U. S. Navy, to Lieutenant-Commander Greene, U. S. Navy, enjoining vigilance against attack from torpedo vessel and to give no quarter.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, La., November 25, 1863.

SIR: Information has reached me through army authorities, and supposed to be reliable, that Duke is coming out through Heron Pass next Friday night, November 27, with the screw steamer *Gunnison*, carrying a torpedo over her bow, attended by four launches, to attack the vessels in the sounds. You will please communicate this information without delay to the advance vessels near Grant's Pass and direct them to keep out armed boats, and to exercise the greatest vigilance for the detection of their approach, and to destroy them. Persons employed on torpedoes deserve no quarter, and none should be given them.

Respectfully,

H. H. BELL,
Commodore, Comdg. Western Gulf Blockdg. Squadron pro tem.
Lieutenant-Commander CHAS. H. GREENE,
Commanding U. S. Ship Vincennes, off Ship Island.

Report of Major-General Washburn, U. S. Army, regarding the advance upon Fort Esperanza, Matagorda Island, Texas.

HEADQUARTERS UNITED STATES FORCES,
Cedar Bayou, November 25, 1863.

GENERAL: We are progressing fairly in crossing. The process is slow and tedious, but I will have all ferried over during the coming night. I will advance my headquarters to-morrow at least 15 miles, and will invest the fort the day after. I hope the gunboats may be in position by 10 a. m. on that day.

Please send me a signal officer.

The gunboat *Granite City* lies off this point, and has done so ever since my arrival, but I have not been able to communicate.

A rebel major was shot on the north side of the bayou on the day before yesterday. His body was found this morning. He came down with a flag of truce. A sergeant from General Ransom's command swam over to him. He got into a dispute with the sergeant and drew his pistol and shot him, wounding him severely. Our soldiers, witnessing the struggle, fired, and the major was seen to limp away. His body was found a few hundred yards from the spot where he was struck. His enquiry was as to what had become of the Confederate troops that were on Mustang Island.

Respectfully, yours,

C. C. WASHBURN,
Major-General.

Major-General N. P. BANKS,
Commanding Department of the Gulf.

Report of Commander Strong, U. S. Navy, commanding U. S. S. Monongahela, regarding readiness for cooperation with the army forces at Pass Cavallo.

U. S. STEAM SLOOP MONONGAHELA,
Off Pass Cavallo, Coast of Texas, November 26, 1863.

SIR: I have the honor to acknowledge the receipt of your letter of the 17th instant by the *Bermuda*.

I was very particular in impressing upon the commanders of the vessels of war sent down to the Rio Grande the extreme importance of knowing the variation of their compasses, and to allow for variation, etc., and that the bearings should be taken by the compass of the seized vessel and in presence of her own officers. After the vessels had been seized I made the enquiry of each of the commanders if that had been done, and they all assured me that it had, and that all the vessels taken were clearly on our side of the line, and so admitted to be by their own officers.

I have furnished the vessels down here with a copy of your instructions. I met the *Bermuda* to-day on my way from Aransas Pass to this place.

The general had informed me that the attack would be made to-morrow morning, and he wished my cooperation. I do not think it can take place so soon, for the army is now encamped for the night 8 or 10 miles below Pass Cavallo, nearly a day's march.

I have the *Granite City* close inshore to cover the advance. The *Virginia* is off Rio Grande, and the *Antona* I sent down yesterday.

The *Virginia* and *Granite City* will both have to go to Galveston in the course of three or four days for coal. I shall have to go in a few days myself.

28th instant.—Last night the wind changed to the north. It is now blowing a gale. We have not been able to communicate with the army.

The *Bermuda* has arrived. I shall dispatch her as soon as the gale moderates sufficiently to communicate with her.

Very respectfully, your most obedient servant,

J. H. STRONG,
Commander.

Commodore H. H. BELL,
Commanding Western Gulf Blockading Squadron,
U. S. Flagship Pensacola, New Orleans, La.

We shall open fire upon the port in the morning if the gale moderates.
J. H. STRONG.

Report of Acting Master Zerega, U. S. Navy, commanding U. S. S. Antona, regarding the capture of schooner Mary Ann, of Sabine, November 26, 1863.

U. S. S. ANTONA,
Off Pass Cavallo, November 29, 1863.

SIR: I have the honor to report that on the 26th instant, in latitude 26° 22', longitude 97°, I captured the rebel schooner *Mary Ann*, of

Sabine, from Calcasieu Pass on the 21st instant, loaded with 27 bales of cotton, and bound for Tampico. Her papers consist of a register from the so-called Confederate States and a clearance from the port of Sabine, and on board of her was found a rebel flag. As she was leaking very much, I did not deem it safe to send her in charge of a prize crew to New Orleans, so I took her in tow. To-day, by order of Commander James H. Strong, of the U. S. S. *Monongahela*, I ordered a survey to be held (a copy of which please find enclosed) on her; the survey having pronounced her unseaworthy and recommended that the cotton be shipped to New Orleans and the vessel destroyed or turned over to the Army, I am, with Commander James H. Strong's sanction, transferring it to the *Bermuda* to be delivered in New Orleans to the prize commissioners. I have sent an officer up with it.

No other vessel in sight.

I am, very respectfully, your most obedient servant,

ALFRED L. B. ZEREGA,

Acting Master, Commanding U. S. S. Antona.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Enclosed please find a list of the officers and crew of this ship at the time of the capture.

Report of Commodore Bell, U. S. Navy, regarding the opening of a rendezvous at New Orleans without satisfactory results.

U. S. STEAM SLOOP PENSACOLA,

Off New Orleans, November 27, 1863.

SIR: Since the abatement of the yellow fever in this fleet, a rendezvous has been opened in New Orleans, which has not been very successful. Some few landsmen and contrabands have been shipped, but no seamen or ordinary seamen.

The high bounty paid by the army not only draws off the vigorous men found in the city, but also induces frequent desertions from the United States vessels coming in here for indispensable repairs and for recruiting the health of officers and crews.

Every vessel on the station has a large list of men whose terms of service have expired, and every vessel is at the same time largely short of her complement of crews. Under these circumstances I have been compelled to issue an order that no more men shall be discharged on account of expiration of term of service until recruits are sent out to take their places.

I have the honor to be, your obedient servant,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Endorsement.]

No discharge can take place in this squadron except by order of the Secretary of Navy, and they can be kept over their time.

[G. V. Fox.]

Report of Commodore Bell, U. S. Navy, referring to cooperative operations on the coast of Texas.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, November 27, 1863.

SIR: I had the honor on the 25th instant to forward to the Department the report of Commander Strong, U. S. steam sloop *Monongahela*, announcing the capture of a battery of three heavy guns at Aransas Pass on the 17th instant by the *Monongahela* and a body of troops under Major-General Banks.

It was the general's intention to advance against the battery at Pass Cavallo (the entrance to Matagorda Bay) on the 18th; he had not done so, however, up to the 22d instant, my last advices from that point.

Refugees from Mobile report a small screw steamer carrying a torpedo of 150 pounds of powder over the bow, like that which attacked the *Ironsides* in Charleston Harbor, as ready to come out from Mobile Bay to assail the vessels off the bar or inside of Mississippi Sound.

The commanding officers have been apprised of these reports and vigilance enjoined upon them.

The *Circassian* left here on the 26th for the eastward. The *Union*, supply steamer, will leave to-day. The *Bermuda* is on the coast of Texas.

Yellow fever cases still appear on board of the *Estrella* lying at Quarantine.

I have the honor to be, your obedient servant,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Rear-Admiral Farragut, U. S. Navy, regarding complaints made relative to property captured at Bayou Sara and Pointe Coupée.

HASTINGS ON THE HUDSON, November 27, 1863.

SIR: I have the honor to acknowledge your communication of the 25th instant, together with the enclosed papers* of C. Maurin, in relation to his sugar and molasses taken at Bayou Sara and Pointe Coupée by the vessels under my command. In reply I have to state that sugar and molasses were taken at those points and used by the officers and crew, but I have no recollection of any claimant for anything so taken. It was all understood to be in transitu for Port Hudson, and no one had the hardihood to say anything on the subject; we also could see the enemy's troops on the hill at the time. We destroyed a large quantity of corn and potatoes at the same time, all of which I reported to the Department officially. On such occasions we appropriated as much as we could accommodate to the use of the vessels and destroyed the remainder. The 4 hogsheads were captured in a lighter in her attempt to cross the river from Pointe Coupée to Bayou Sara. I have therefore to report [to] the honorable Secretary that I think the whole statement a fraud. The individual, C. Maurin, may have become a good Union man since, but our impressions at that time were, there was but one Union family within the district of our blockade. The

* Not necessary to publish.

man was seized by the rebels and confined in Port Hudson until its surrender. His wife's sister was our best friend, giving us information of all that passed on shore.

All of which is respectfully submitted by your obedient servant,
D. G. FARRAGUT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of Commodore Bell, U. S. Navy, to Lieutenant-Commander Perkins, U. S. Navy, commanding U. S. S. Sciota.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, November 28, 1863.

SIR: You will proceed to Galveston Bar and report to Captain J. P. Gillis, commanding blockading forces, coast of Texas, for duty on blockade service.

You will touch at Sabine Pass on your route.

Respectfully,

H. H. BELL,
Commodore, Comdg. Western Gulf Blockdg. Squadron pro tem.

Lieutenant-Commander GEO. H. PERKINS,
Commanding U. S. Gunboat Sciota.

Report of Captain Gillis, U. S. Navy, commanding off Galveston, regarding general matters pertaining to his command.

U. S. STEAM SLOOP OSSISPEE,
Off Galveston, November 28, 1863.

SIR: Yours by the *Aroostook* and *Bermuda* were received. The coal brig *Samuel Lindsey*, stated to have been sent on the 26th October, has not yet arrived. The *Aroostook* reports having captured a small prize to southward and having her in tow, cast her off to go in pursuit of two other suspected vessels, which were lost sight of in the night. The prize was ordered to this anchorage, but has not yet made her appearance. I sent the *Aroostook* out twice in search of her and to proceed as far as Brazos River. She returned without success and has been dispatched to relieve the *Cayuga* off Sabine.

The *Bermuda* left for the southern vessels of this division on the 25th instant, and was directed to keep a good lookout for blockade runners. The same afternoon the *Annie Lewis* reached here with coal.

Your several sealed parcels were forwarded, and I learn from Lieutenant-Commander Henry an acting ensign was sent in *Bermuda* with orders to report direct to him.

I look for the return of supply vessel about Monday, 30th instant; also some of the vessels from that quarter for coal.

The *New London* will go for repairs on return of *Katahdin*.

30th instant.—The *Virginia* arrived this morning for coal. I dispatched the *New London* to take her place to southward temporarily.

The *Bermuda* returned here this evening. Her commander, Strong, informs me our troops are in possession of Pass Cavallo. The enemy blew up their fort about 1 o'clock last night.

The *Granite City* will be here in a day or two for coal. The *Annie Lewis* only of the vessels mentioned has arrived.

Please find herewith reports, requisitions, etc.

Very respectfully, your obedient servant,

JNO. P. GILLIS,
Captain and Senior Officer,
Second Division Western Gulf Blockading Squadron.

Commodore H. H. BELL,
Comdg. Western Gulf Blockdg. Squadron, New Orleans.

P. S.—December 1, 1863.—Your several sealed official letters to Commander Strong, Lieutenant-Commander Henry, Acting Volunteer Lieutenant Roath, Acting Masters Lamson, Winchester, and Tibbits were received by U. S. S. *Penobscot*, arrived this forenoon.

Report of Commander Strong, U. S. Navy, commanding U. S. S. Monongahela, regarding affairs off Pass Cavallo, Tex.

U. S. STEAM SLOOP MONONGAHELA,
Off Pass Cavallo, Coast of Texas, November 29, 1863.

SIR: I have the honor to report to you that the *Bermuda* has been here since yesterday morning, but the gale has prevented communication till about sunset this evening. We are now getting our stores by dropping a boat with a line.

The army have taken the rifle pits in front of the light-house to-day. The fort has thrown some few shells, but no harm done so far.

I hope the gale will be moderate enough for me to go in and shell the rebel fort and camp in the morning.

I have sent the *Virginia* up to Galveston to-night for coal (by signal, it being too rough to communicate). The *Antona* has a small prize (unseaworthy). I have ordered a survey, and if found to be so, the *Bermuda* will take her cotton up to New Orleans.

The *Antona* I shall be obliged to keep to the southward. The *Granite City* will go to Galveston in two or three days.

At the request of General Banks I have sent an officer, Acting Ensign H. W. Grinnell, and 10 men to man two howitzers which are to come up from Aransas to-morrow.

I enclose you a list of the officers on board of this ship.

I am, sir, very respectfully, your most obedient servant,

J. H. STRONG,
Commander.

Commodore H. H. BELL,
Commanding West Gulf Blockading Squadron,
U. S. Flagship Pensacola, New Orleans, La.

Report of Commander Strong, U. S. Navy, regarding the occupation of Fort Esperanza, Matagorda Island.

U. S. STEAM SLOOP MONONGAHELA,
Off Pass Cavallo, Tex., November 30, 1863.

SIR: I have the honor to inform you that the rebels abandoned the fort last night, first setting fire to it to blow up the magazines. Several were exploded, but no material damage done.

I landed early this morning. The general wished to reconnoiter Matagorda Bay, as he proposes to move on at once. I sent the *Granite City* up for that purpose.

The rebels had between 600 and 700 men here, and very strong works (eight guns in one fort and one in the other), rifle pits, etc. But four prisoners were captured and one dead rebel that was left in the hurry for our troops to bury.

I am, sir, very respectfully, your most obedient servant,

J. H. STRONG,
Commander.

Commodore H. H. BELL,
Commanding Western Gulf Blockading Squadron,
U. S. Flagship *Pensacola*, New Orleans.

P. S.—My officer and men that were sent to Aransas Pass to man the boat howitzers have returned.

J. H. S.

Report of Commander Rolando, U. S. Navy, commanding U. S. S. Seminole, regarding affairs at Sabine Pass, Texas.

U. S. S. SEMINOLE,
Sabine Pass, November 30, 1863.

SIR: I have the honor to acknowledge the receipt of your dispatch of November 27.

Everything here is quiet, and inactivity seems to be the order of the day in the pass. The troops have been removed, I think, as but few tents are now to be seen. The vessels keep inside; some at their anchorage and others moving back and forth from the light-house and port.

I send Acting Ensign M. H. Karlowski, in obedience to your order, to report on board the *Fearnot*; also the account of Acting Ensign H. Crosby to the *Pinola*.

Accompanying this is a report from the senior engineer of this ship as regards the condition of the boilers of the *Seminole*. I assure you it is both disagreeable and painful for me to forward any report of this kind.

Since commanding this ship there has been but a sequence of weaknesses, one after another, discovered in the engineer department of the *Seminole*.

After leaving New York I discovered that her pumps were not in order, engine not in line, and everything so heating that it was necessary to keep a constant flow of water on the journals to keep them cool. On my arrival in July in New Orleans the engines were so out of order that we were detained there nearly two months repairing; and now the senior engineer reports that the water bottoms of the boilers are so defective as to require immediate attention.

I forward to you a list of the officers of the *Seminole*, and report that, now that Lieutenant Alfred T. Mahan, Ensigns G. K. Haswell, [and] F. A. Cook have joined the *Seminole*, and Acting Ensigns M. H. Karlowski [and] H. Crosby have been detached, this ship has her complement of wardroom officers and masters' mates, there being a deficiency only of a boatswain.

By the paymaster's report I see that among the crew of this ship there is a deficiency of 13, respectively, 1 seaman, 6 ordinary seamen, 5 landsmen, 1 coal heaver. I would request that these vacancies may be filled as soon as the men are available.

Your obedient servant,

H. ROLANDO,
Commander, U. S. Navy.

Commodore H. H. BELL,
Comdg. West Gulf Blockdg. Squadron pro tem., New Orleans.

Report of Commodore Thatcher, U. S. Navy, regarding the capture by the U. S. S. Kanawha of the schooner Albert, or Wenona, off Mobile Bar.

U. S. STEAM FRIGATE COLORADO,
Off Mobile Bay, November 30, 1863.

SIR: I have the honor to report the capture of the schooner *Albert*, or *Wenona*, William Henry Belden, master, by the gunboat *Kanawha*, Lieutenant-Commander W. K. Mayo.

This schooner had been loaded many weeks, awaiting an opportunity of escaping from Mobile, and last night she made the attempt to run out, but was captured soon after passing the bar, and is now under orders for New Orleans in charge of Acting Master Levi S. Fickett, with all the papers and documents required by law, to be delivered to the U. S. district judge at that place.

Lists of the officers and crews of the vessels serving on this blockade at the time of the capture will be forwarded as soon as received from the several commanding officers.

The *Albert* had neither log book, crew list, nor custom-house papers. The supposed owner, Boyd, was a passenger on board; also a young man as passenger, and her crew is composed of seven men.

Her cargo is valuable, and consists of 245 bales of cotton, 100 barrels rosin, 15 barrels turpentine, 13 boxes tobacco, 20 caddies tobacco, and 1,000 staves. On the persons of passengers and crew were found papers of value, also money and implements. The aggregate of current money found will be \$5,573, mostly in specie, besides a large amount in railroad bonds. This money and bonds are in the keeping of Acting Assistant Paymaster L. L. Penniman, of the *Kanawha*, a receipt for which is herein enclosed.

I have the honor to be, very respectfully, your obedient servant,
H. K. THATCHER,
Commodore.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commodore Bell, U. S. Navy, announcing the arrival at New Orleans of the U. S. steamers Penobscot and Chocura.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, December 1, 1863.

SIR: I have the honor to report the arrival of the U. S. gunboat *Penobscot*, Lieutenant-Commander A. E. K. Benham, on the 24th

November, and of the *Chocura*, Lieutenant-Commander B. Gherardi, on the 30th November.

The former was sent immediately to blockade off Galveston, and the latter will go to Sabine Bar to reinforce that blockade. She will sail to-day.

I have the honor to be, your obedient servant,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Statement of the Confederate naval strength in Mobile Bay.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, December 2, 1863.

SIR: The following is believed to be the rebel naval strength in Mobile Bay:

Ready for service.

Side-wheel *Gaines*, 110 men, 10 guns.

Side-wheel *Morgan*, 90 men, 10 guns.

Side-wheel *Selma*, 70 men, 4 guns.

Ram *Baltic*, screw, plated $2\frac{1}{2}$ inches, speed 5 knots, 80 men, 6 guns.

Ram *Tuscaloosa*, screw, $2\frac{1}{2}$ -inch plate, speed 3 miles per hour, 40 men, 4 guns.

Ram *Huntsville*, screw, $2\frac{1}{2}$ -inch plate, speed $3\frac{1}{2}$ miles per hour, 40 men, 4 guns.

Two floating batteries, 3 guns each, 30 men, plated with $2\frac{1}{2}$ -inch iron.

The *Tennessee*, screw, reported ready, has 10 ports, mounts 4 guns (said to be from the *Keokuk*), 5-inch iron plated, strong and fast.

The *Nashville*, side wheel, size of *Tennessee*, nearly completed, being iron plated $5\frac{1}{2}$ inches, has 10 ports, mounts 4 guns.

At Selma there is a large vessel building, to be launched in January. There are three large rams building on the Tombigbee River, to be launched during the winter.

Propeller *Gunnison* is fitted up as a torpedo boat, carrying 150 pounds powder over her bow, with boiler iron over her upper works.

Another propeller had been fitted up as a torpedo boat, with 2 guns, but was set on fire, and upper works burned off. She is now on the ways to be lengthened 30 feet, which will be done with dispatch, for the volunteer navy, and ten transport steamers.

The *Tennessee*, *Nashville*, torpedoes, and rams building on the Tombigbee, compose the volunteer navy and are commanded by [unfinished].

Order of the Secretary of the Navy to Acting Volunteer Lieutenant Brown, U. S. Navy, censuring him for furnishing to the commanding officer of foreign vessel a copy of blockading instructions.

NAVY DEPARTMENT, December 2, 1863.

SIR: In a communication addressed by Captain Maguire, of H. B. M. S. *Galatea*, to Commodore Bell, he states that you were good

enough to allow him to copy your general instructions in relation to the treatment of neutral vessels in the Mexican waters of the Rio Grande.

The Department regrets that your judgment did not dictate to you the impropriety of your step. Instructions given to you by the Department or the commanding officer of the squadron in which you are serving are confidential in their nature, and should not be communicated to officers of a foreign service without the authority of the source from which they emanated.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Volunteer Lieutenant CHAS. H. BROWN,
Comdg. U. S. S. Virginia, West Gulf Blockading Squadron.

Report of Commodore Bell, U. S. Navy, regarding the need of light-draft steamers.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, December 2, 1863.

SIR: This fleet being extremely deficient in vessels of lighter draft than 10 feet, I would respectfully recommend the prize steamboat *Alabama* and appurtenances, captured September 12, 1863, be taken into the Navy at her appraised value, viz, \$80,000.

She is an iron boat, about 800 tons burden, draws 6 feet loaded, is 4 years old, in good condition, and was built to run between Mobile and New Orleans as a passenger boat. Most of her upper works were taken off to fit her for a sea steamer. The *Estrella*, *Commodore*, *Hollyhock*, and *Eugenie* are the only steamers in the squadron drawing less than 8 feet when loaded, and there are constant demands for armed steamers of as little draft as 3 feet.

I have the honor to be, your obedient servant,

H. H. BELL,
Commodore, Comdg. West Gulf Blockdg. Squadron pro tem.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Letter from U. S. consular officer at Havana to Commodore Bell, U. S. Navy, regarding the British steamer Cumberland and other vessels.

U. S. CONSULATE-GENERAL,
Havana, December 3, 1863.

SIR: An English steamer called *Cumberland* arrived here about two and a half months ago from Madeira with a full cargo of munitions of war and other supplies for the South. Most of the cargo was discharged here and transferred to other vessels, which conveyed the same to the South. It was reported to me that she had some cannon on board concealed, and that she was intended for a rebel privateer.

She is an iron vessel of about 500 or 600 English tons, new, fast, with splendid machinery, two smokestacks, side-wheels, draws over

10 feet. A great deal of money has been expended upon her in this port; the machinery and wheels were strengthened.

The *Cumberland* is now ready, and the arrival of a person from Nassau is expected, when she will go to sea under the command of one Daniel Graham, formerly of New Orleans, who has a commission from the rebel Government as a Navy officer, and the authority to appoint his subordinates for the present voyage. This commission and authority were brought him from Richmond a few days ago. This person's family live on the corner of Louise and Levée streets, New Orleans, and I am told he has some property in that city.

One George McGregor and one McClellan, of New Orleans, both here, furnish the money. Her chief engineer will be a man named Armstrong. Daniel Golding, Luke Shaw, David Pennell, and one or two others are mentioned as officers and engineers. David Pennell, or Pinnell, was one of the men that took the *Fox*, steamer, and carried her into Mobile. Men are already engaged for the trip.

I have been advised by one whom the Confederates trusted and asked to join them that the object of the expedition is to run into Pensacola and cut out one or more fine steamers. In case of capture produce the naval commission, which would entitle them to be treated as prisoners of war. This may appear incredible, but I am assured such is the scheme. I can not obtain evidence to produce to the authorities here; indeed, I do not believe that she will fit out as a privateer in this port.

The steamers *Alice*, *Austin*, *Powerful*, *Union*, *Laura*, *Mary Anne*, and *Little Lila* are in port, and will, soon as ready to leave, run the blockade. The last four-named arrived with cotton a few days since, as they reported, from St. Marks, Fla., probably the Suwanee River. The *Alice* and *Austin* are valuable ships.

It would be well, perhaps, to keep extra good watch at Pensacola and Mobile.

I beg to recommend my account sent with letter of 5th ultimo, \$233, for supplies to an officer and several men of the U. S. S. *Princess Royal*.

I am, sir, very respectfully, your obedient servant,

THOS. SAVAGE,
Acting Consul-General.

COMDG. OFFICER OF THE U. S. WESTERN GULF SQUADRON,
At New Orleans, La.

Report of Lieutenant-Commander Allen, U. S. Navy, commanding U. S. S. New London, regarding the capture of the schooner Raton del Nilo, off Padre Island, Texas.

U. S. S. NEW LONDON,
Off Matagorda, December 8, 1863.

SIR: I have the honor to inform the Department that on the morning of December 3, 1863, in latitude by observation 26° 36' N. and 10 miles east of Padre Island, Texas, I captured the schooner *Raton del Nilo*, flying Mexican colors; the schooner had neither log book nor papers. The person who appeared to have charge of the vessel said that the captain was on shore at Matamoras. That on Sunday night, while at anchor at the Rio Grande, the cable parted in a norther and

he had been driven to his present position by the wind, and had not had a fair wind to get back.

I put a prize crew on board and sent the vessel to New Orleans for adjudication. No national vessel was in sight at the time of capture.

The *Raton del Nilo* has on board coffee, sugar, codfish, wine, percussion caps, etc. I enclose an abstract of the log of the *New London*, showing that it would be impossible for a vessel to drift to the northward at the time stated. I also enclose a list of persons taken on board this vessel entitled to prize money.

I am, respectfully, your obedient servant,

W. N. ALLEN,

Lieutenant-Commander, Commanding.

HON. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Report of Commodore Bell, U. S. Navy, referring to operations on the coast of Texas.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, December 4, 1863.

SIR: Having been much pressed for vessels on blockade, I had the gunboat *Sciota*, which had been run into and sunk in the river, repaired. She presents no perceptible change in her lines, and is again on blockade off Galveston, in command of Lieutenant-Commander G. H. Perkins.

By the last advices from the coast of Texas, the troops had not advanced upon the batteries at Saluria, Matagorda Inlet, or Pass Cavallo.

I have the honor to be your obedient servant,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Report of Commodore Bell, U. S. Navy, regarding the improved sanitary condition of United States vessels in the river.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, La., December 4, 1863.

SIR: I am happy to state that fever has entirely disappeared from the vessels in the river, ice having formed here five-eighths of an inch thick. The *Arizona* has suffered from it off Sabine, but was free from it by last advices, and the fleet may be considered in good health again.

I have the honor to be, sir, very respectfully, your obedient servant,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

HON. GIDEON WELLES,

Secretary of the Navy, Washington.

Order of Commodore Bell, U. S. Navy, to Commander Rolando, U. S. Navy, commanding U. S. S. Seminole, regarding affairs at Sabine Pass.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, December 4, 1863.

SIR: I have directed Captain Gillis to keep three gunboats in addition to the *Seminole* on blockade off the Sabine. This force will be sufficient for any emergency outside of the bar, and will enable you to send a vessel frequently as far as Vermilion Bay, where I have heard of some blockade runners being. I regret I have not a vessel of sufficiently light draft to attempt those waters.

Acting Ensign H. Crosby has been ordered to the *Pinola*.

The *Chocura*, Lieutenant-Commander B. Gherardi, was sent to you on the 2d instant, with directions for you to send the *Arizona* to New Orleans.

I am, very respectfully,

H. H. BELL,
Commodore, Comdg. Western Gulf Blockdg. Squadron pro tem.

Commander HENRY ROLANDO,
Commanding U. S. S. *Seminole*, off Sabine Pass.

Order of Commodore Bell, U. S. Navy, to Acting Volunteer Lieutenant Cate, U. S. Navy, commanding U. S. S. Arkansas, to proceed with stores to United States vessels on the Texas coast.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, December 4, 1863.

SIR: As soon as you are ready, proceed in the *Arkansas* to Galveston Bar, with the supplies from the navy store for the vessels on the coast of Texas, and report your arrival there to Captain J. P. Gillis, U. S. steam sloop *Ossipee*.

Touch off Sabine Bar going and returning. Having delivered the stores for the vessels off Galveston, proceed down the coast and deliver the remainder, then return to this port, touching at all the stations. It is believed that there are several small craft engaged on the coast of Louisiana in running the blockade. Look out for them.

I am, very respectfully,

H. H. BELL,
Commodore, Comdg. Western Gulf Blockdg. Squadron pro tem.

Acting Volunteer Lieutenant DAVID CATE,
Commanding U. S. S. *Arkansas*.

Order of Commodore Bell, U. S. Navy, to Captain Gillis, U. S. Navy, regarding the need of discreet officers for duty off the Rio Grande.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, La., December 5, 1863.

SIR: You will please bear in mind that the strongest naval force of the enemy on the coast of Texas is in Sabine River, and the consequent necessity for keeping a strong force there, say one vessel the strength of the *Seminole* and three smaller ones.

I sent the *Chocura*, Lieutenant-Commander Bancroft Gherardi, to Sabine Pass on the 2d to blockade there, and to have the *Arizona* sent to New Orleans. You will please send the *New London* here also.

I wish you would in future send your most discreet officers to the Rio Grande when a vessel is to be sent there.

Several prizes have been sent from that anchorage, seized on doubtful compass bearings, and there has been not a single instance of one of them having obtained the deviation of compass by observations that I have heard of. The local deviation of their compasses appears not to be considered. This requires immediate attention.

Officers should know that they are not justified in seizing unless they can give the judge proof of good grounds for their proceedings, and if they neglect the "local deviation" of their compasses, they are culpable of a grave neglect.

Very respectfully,

H. H. BELL,

Commodore, Commanding Western Gulf Blockading Squadron.

Captain JOHN P. GILLIS,

Commanding Blockading Forces, Coast of Texas.

Report of Captain Gillis, U. S. Navy, regarding general matters pertaining to the Texas blockade.

U. S. STEAM SLOOP OSSIFEET,

Off Galveston, December 5, 1863.

SIR: I am in receipt of yours of November 27 by the *Penobscot*, which arrived 1st instant. When we were off Mobile reports were frequent in relation to infernal machines, torpedoes, etc., time appointed for coming out, but they did not make their appearance. Vigilance is and will be observed here.

A letter from Commander Rolando, dated 4th instant, says the sickness on board the *Arizona* has decreased since cool weather and all quiet at the Pass.

The *Sciota* has arrived here. The *Aroostook* and *Chocura* are off Sabine. I have informed you of the wants there, and regretted I had not vessels to increase the force at that point.

7th December.—By the *Arkansas* this forenoon I received yours of the 5th December, and have notified Acting Volunteer Lieutenant Brown and others in relation to variation and local deviation of compass, and directed a statement to be made which may be sent to court of adjudication in the cases mentioned in your letter.

The *Owasco* has been dispatched to the southward as far as the Rio Grande, the *Arkansas* to Pass Cavallo, and the *Virginia* to Pass Sabine.

The *Sciota* is undergoing some repair of machinery and the *Antona* taking in coal for herself and *Granite City*, the only vessel which can cross the bar at Pass Cavallo.

The *New London* is daily expected from the southward, when she will be sent to New Orleans.

I send two officers and one fireman recommended by medical survey to be transferred to naval hospital at New Orleans.

The *W. G. Anderson* and *Kittatinny* are cruising to southward. The three-masted schooner *Burroughs* is here with coal.

8th December.—The *Monongahela* arrived this forenoon for coal. The *Bohio* sailed last evening for New Orleans.

Very respectfully, your obedient servant,

JNO. P. GILLIS,
Captain and Senior Officer, Second Division
Western Gulf Blockading Squadron.

Commodore H. H. BELL,
Comdg. Western Gulf Blockdg. Squadron, New Orleans.

Letter from Commodore Bell, U. S. Navy, to Commodore Thatcher, U. S. Navy, giving information regarding Mobile and vicinity.

U. S. STEAM SLOOP PENSACOLA,
New Orleans, December 5, 1863.

SIR: I have to communicate the following information concerning Mobile and vicinity:

A new propeller (name unknown) was launched between two and three weeks since to run out with a load of cotton. She was to be rapidly finished and laden; cost, \$110,000. Jim Robinson had engaged to take her out through Pelican Pass. He is said to be the only pilot there who knows that pass well. It would be a good thing to capture him if it is so.

There is also information that the rebels are strengthening the fort on Grant's Island, but that they have only 140 men to garrison it and that the fort could be easily captured by launches at any time on a dark night; that the soldiers have their quarters on the inside of the island in a building over the water, and that there are no defenses on that side.

I am also informed that there were two schooners laden with 600 bales of cotton in Pascagoula River, about 2 miles up, awaiting chance to get out. This was about ten days since.

Respectfully,

H. H. BELL,
Commodore, Comdg. Western Gulf Blockdg. Squadron pro tem.

Commodore H. K. THATCHER,
Commanding Blockading Forces off Mobile.

Order of Commodore Thatcher, U. S. Navy, to Captain Jenkins, U. S. Navy, in view of the impaired condition of the vessels of the blockade.

U. S. STEAM FRIGATE COLORADO, *December 7, 1863.*

CAPTAIN: I regret to learn by your letter of yesterday that your supply of coal is so nearly exhausted, especially as our blockade is now so reduced in numbers. Yesterday it was ascertained that the *Albatross* (the fast steamer of the fleet) had lost the use of her patent rudder and iron sternpost, so that it was necessary to send her direct to New Orleans. The *Kanawha* was nearly in sinking condition, and has gone for repairs. The *Oneida* was nearly as badly off and was obliged to go, and all just as the moon is waning to its last gasp. Pray hold on, if possible, till we get the next moon or receive reinforcement

from the river, or the blockade will be reduced to three gunboats, for the *Gertrude* has no steam power or battery.

Very respectfully and truly,

H. K. THATCHER,
Commander.

Captain THORNTON A. JENKINS,
Commanding U. S. S. *Richmond*, off *Mobile Bay*.

P. S.—A blockade runner is now at anchor outside the forts awaiting her chance.

Report of Commodore Thatcher, U. S. Navy, acknowledging information regarding two schooners in Pascagoula River.

U. S. STEAM FRIGATE COLORADO,
Off *Mobile Bay*, December 8, 1863.

SIR: Your letter of the 1st instant, relative to exchanging the men in this division whose terms of service have expired or will expire on or before the 1st of January, 1864, is received, and circulars will be sent to all the commanders now here or in the sound by the earliest opportunity, in order that this arrangement may be carried into effect as early as possible. I enclose herewith the number of petty officers of the different ratings, the number of seamen, ordinary seamen, landsmen, boys, contrabands, firemen, and coal heavers on board the *Colorado* whose terms of service have already expired or will expire after 31st January, 1864, in obedience to order of 1st instant.

When the *Eugenie* was ordered to New Orleans to report to you for repairs, her officers and crew were transferred to the flagship *Pensacola* and previous to receipt of your order to transfer them to the *Portsmouth*. There were two men sent to New Orleans in the *Eugenie* at their own request, whose terms of service had expired or were about to expire, one of them desiring to reshipe; the remainder of her crew had some time to serve.

I have also to acknowledge the receipt of your letter of 5th instant in relation to the two schooners reported as laden with cotton in Pascagoula River, the defenses at Grant's Pass, and the new steamer said to have been built at Mobile to load with cotton, all of which shall meet with attention.

The prisoners captured in the *Wenona* know nothing of this new steamer, yet we shall look out for her.

I am, sir, very respectfully, your obedient servant,
HENRY K. THATCHER,
Commodore.

Commodore H. H. BELL,
Commanding Western Gulf Blockdg. Squadron, New Orleans.

P. S.—The coal heavers, being all contrabands, are rated as landsmen.

Order of Commodore Bell, U. S. Navy, to Lieutenant-Commander Bigelow, U. S. Navy, to furnish information regarding the defenses at Grant's Pass.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, December 9, 1863.

SIR: I have information by persons, refugees, that the enemy are increasing the defenses at Grant's Pass, and have been so engaged

ever since the last bombardment. I desire to know the nature and the extent of the improvements, and all the information that you have in relation to the works there, the bearing of the guns, the means of access to the island on the bay side, how near launches may approach, and also the practicability of Passarone [Pass aux Herons] for boats; and the strength of naval force lying there.

You will please reply by the returning *Corypheus*.

I am, respectfully,

H. H. BELL,
Commodore.

Lieutenant-Commander GEORGE A. BIGELOW,
U. S. S. *Calhoun*.

Report of Commander Rolando, U. S. Navy, referring to expeditions by blockading vessels to the vicinity of Mermentau Pass.

U. S. S. SEMINOLE,
Sabine Pass, December 9, 1863.

SIR: I received your communication of December 4. The *Chocura*, *Aroostook*, and *Virginia*, with this ship, compose the blockading force now at Sabine Pass.

During the past month the *Arizona* made trips to the eastward as far as Vermilion Bay, Mermentau, and Calcasieu on the 18th and 21st; also on the 3d of December. On the 6th instant the *Aroostook* cruised as far as Mermentau and brought to Sabine Pass Antoine Antonio, a refugee from thence, who reports two vessels there, 40 miles up the lake, one large enough to carry away 200 bales of cotton, with which she is loading, and that she would be ready to leave in a few days. I send him up with the boat in which he was taken to New Orleans, with orders to the commanding officer of the *Arkansas* to deliver him on board the *Pensacola*.

I would inform you that there is not now coal enough in the coal vessel here for the demands of the vessels, and would request another supply be sent as soon as possible.

At the request of Acting Volunteer Lieutenant Charles H. Brown, commanding U. S. S. *Virginia*, I forward a copy of a complimentary letter from Major-General Dana in reference to Acting Master's Mate James H. Rogers, who requests that the letter will be forwarded to the Secretary of the Navy, with the report of his examination.

Your obedient servant,

H. ROLANDO,
Commander, U. S. Navy.

Commodore H. H. BELL,
Comdg. Western Gulf Blockdg. Squadron pro tem,
New Orleans, La.

Capture of the Confederate schooner Marshal J. Smith, off Mobile, December 9, 1863.

Report of Commodore Thatcher, U. S. Navy, transmitting report of Lieutenant-Commander McCann, U. S. Navy, commanding U. S. S. *Kennebec*.

U. S. STEAM FRIGATE COLORADO,
Off Mobile Bay, December 10, 1863.

SIR: I have the honor to report the capture of the Confederate schooner *Marshal J. Smith* last night by the U. S. gunboat *Kennebec*,

Lieutenant-Commander McCann, of this division of West Gulf Blockade.

This schooner was attempting to run out, bound to Havana; her cargo consists chiefly of cotton, but as her papers were all destroyed by her supercargo previous to capture, the amount of cargo can not be ascertained until she is discharged. She is apparently about 200 tons measurement, and will be sent at once to New Orleans, with Acting Master Baker in charge, to be delivered to the proper authorities, with all the papers and writings found on board. A considerable sum of money found on board will remain in the hands of the acting assistant paymaster of the *Kennebec*, subject to the order of the district judge at New Orleans.

I have the honor to enclose herewith a copy of the detailed account of capture, by Lieutenant-Commander William P. McCann.

I have the honor to be, sir, very respectfully, your obedient servant,

HENRY K. THATCHER,

Commodore, Commanding Division off Mobile Bay.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. GUNBOAT KENNEBEC,
Off Mobile Bay, December 10, 1863.

SIR: I would respectfully submit the following report of the capture of the rebel schooner *Marshal J. Smith*, made on the night of the 9th instant by this vessel:

At 11 p. m., when in 9 fathoms of water and 18 miles east of Mobile Point, we saw a suspicious sail standing to the S. and E. and at once gave chase. The schooner, discovering us, changed her course and hauled more off the land. A shell was then fired near her, but she did not answer our signal lights or heave to until we had closed to within a few hundred yards, when she was boarded. She proved to be, by the statements of Captain Parker and Mr. J. F. Smith, the schooner *Marshal J. Smith*, Captain Herman Parker, from Mobile Bay, having run out the Swash Channel after dark, and bound to Havana, Cuba; cargo, 260 bales cotton and 3 packages of turpentine. The manifest and other papers had been thrown overboard previous to our taking possession. I placed an officer in charge of the *M. J. Smith* and transferred as prisoners the persons whose names are herewith enclosed. I have preserved whatever papers or writings were found on board for transmission to the judge of the district to which the vessel may be ordered. There was no other vessel in sight or signal distance at the time of this capture. I herewith enclose a complete list of the officers and men of this vessel entitled to share in the prize money that may result from the capture of this vessel.

Very respectfully,

W. P. McCANN,
Lieutenant-Commander.

Commodore H. K. THATCHER, U. S. Navy.

The following is a list of persons captured with the *M. J. Smith*: Herman Parker (master), H. F. Ericsson (mate), J. F. Smith (supercargo), Charles Hansell (seaman), Charles Williams (seaman), John Bontof (carpenter), Thomas L. Nelson (seaman), A. E. Olsson (seaman).

Report of Commodore Thatcher, U. S. Navy, regarding the disposition of the prize.

U. S. STEAM FRIGATE COLORADO,
Off Mobile Bay, December 10, 1863.

SIR: I send to New Orleans for adjudication the Confederate schooner *Marshal J. Smith*, captured off this bay last night whilst attempting to run out en route for Havana. Her supercargo (now a prisoner of war) destroyed her custom-house papers before capture, so that the exact account of cargo can not be given until she is discharged, though the principal part is cotton. She was taken by the *Kennebec*, Lieutenant-Commander W. P. McCann. A list of persons captured in this vessel is herewith enclosed, as also a detailed account of the circumstances of her capture. Acting Master Baker will take her to New Orleans as prize master, with a crew of four men belonging to *Kennebec*, and all the papers and writings found on board are duly transmitted under seal to the district judge of Louisiana, as well as detailed account sent to the Department. Mr. Baker is ordered to report to you and transfer the master and supercargo as primary to your orders.

I am, sir, very respectfully, your obedient servant,

HENRY K. THATCHER,
Commodore.

Commodore H. H. BELL,
Comdg. Western Gulf Blockdg. Squadron, New Orleans.

P. S.—The specie captured will remain in the hands of paymaster of the *Kennebec*, receipt for which will be furnished the district judge; and all the prisoners except the supercargo and master will be retained on board this ship until I can send them North, unless otherwise instructed. They are too numerous and too desperate a set of fellows to trust in the prize, or I should send them to New Orleans.

H. K. T.

Commodore BELL, etc.

Order of the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, to return to New York.

NAVY DEPARTMENT,
Washington, December 10, 1863.

SIR: Having completed the duty for which you were ordered to Washington, you will return to your duties at New York.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT, U. S. Navy,
Washington.

Report of Captain Marchand, U. S. Navy, regarding a mutiny at Fort Jackson.

U. S. STEAM SLOOP LACKAWANNA,
New Orleans, December 11, 1863.

SIR: I have the honor to report that in obedience to your order of the 10th instant, I took passage in the U. S. S. *Arizona* for forts St. Philip and Jackson, to aid if necessary, in suppressing a revolt amongst the soldiers at the latter fort. The same day at 10 o'clock, on reaching the Quarantine Station, I was shown a telegraphic dispatch from

Colonel C. W. Drew, commanding Fort Jackson, to the health officer, stating that quietness was restored, that should gunboats or troops come from New Orleans, they should not come below the Quarantine Station, and that he could preserve order, provided neither gunboats nor troops would come to the fort, in consequence of which the *Arizona* was anchored at the Quarantine Station and I repaired to the telegraph office, where a number of whites—men, women, and children—who had taken refuge in the woods from supposed danger from the disaffected troops in Fort Jackson, had collected, and where also I met white officers and colored soldiers from that fort. From them I learned that the immediate mutinous conduct of the colored troops in Fort Jackson arose from punishments inflicted the previous evening upon two colored soldiers by Lieutenant-Colonel Benedict, then in command. Immediately after the punishment a portion of the colored soldiers, numbering from 80 to 150, assembled on the parade ground with muskets and commenced firing, using threatening language against Lieutenant-Colonel Benedict.

A portion of the disaffected soldiers left the fort, some of whom formed picket guards about the fort and at the landing on the river, where the army transport steamer *Suffolk* was lying. From the latter place a number of muskets were fired.

The *Suffolk* was cut loose from the wharf by her commander and she stood up the river to the Quarantine Station, from where, at about 11 o'clock p. m., a telegraphic communication was sent to New Orleans in relation to the revolt.

By the personal exertions of Colonel Drew, commanding the post, aided by the officers of the regiment, order was restored about 8 o'clock the same night, two hours after the disaffected took their arms.

The muskets when discharged by the soldiers did not seem to be aimed at any particular place, as the quarters of nearly all the officers and the workshop near the landing showed marks of the balls.

After obtaining the foregoing information, and having been about two hours at the Quarantine Station, I sent a telegraphic communication to Colonel Drew stating that a gunboat had arrived and desired to know if it would be proper that she should go to the fort, to which no reply was received, and I remained with the *Arizona* at the Quarantine Station.

About 2 o'clock in the afternoon of the same day two regiments of soldiers arrived from New Orleans, and I communicated with their commanding officer, who soon after went alone by land to the fort, and on his return announced his intention to keep the two regiments at the Quarantine Station until further instructions were received from headquarters at New Orleans.

At 10 o'clock p. m. of the same day, the U. S. gunboat *Kanawha* arrived at that place, and, agreeably to your orders, I left Lieutenant-Commander Mayo in charge of the *Kanawha* and *Arizona* and this evening returned to New Orleans.

Herewith I send copies of telegrams sent to General Banks and Colonel Drew.

Very respectfully, your obedient servant,

J. B. MARCHAND,
Captain.

Commodore H. H. BELL,
Commanding Western Gulf Blockading Squadron.

Report of Major-General Banks, U. S. Army, regarding the mutiny at Fort Jackson.

HEADQUARTERS DEPARTMENT OF THE GULF,
New Orleans, December 11, 1863.

GENERAL: An unpleasant affair occurred at Fort Jackson on the evening of the 9th instant. Lieutenant-Colonel Benedict, of the Fourth Regiment, Corps d'Afrique, having some difficulty with the troops there, struck and punished two soldiers with a whip.

This produced great excitement among the troops, who assembled on the parade grounds in most violent excitement and threatened the officers of the regiment.

* * * * *

The captain of the steamer *Suffolk*, lying near Fort Jackson, became greatly alarmed at the demonstrations made and moved up to the Quarantine Station, sending from there exciting telegraphic dispatches to these headquarters.

It was difficult to get precise knowledge of affairs during the night, but, with a view of being on the safe side, Commodore [Henry H.] Bell was requested to send one or two gunboats immediately to Fort Jackson. A regiment of troops was moved down during the evening and a battery of artillery in the morning. They proceeded no farther than Quarantine Station. Commodore Bell himself moved down the river with the *Pensacola*.

* * * * *

I have the honor to be, with much respect, your obedient servant,
N. P. BANKS,
Major-General Commanding.

Major-General H. W. HALLECK,
General in Chief, U. S. Army.

Order from the Secretary of the Navy to Commodore Bell, U. S. Navy, regarding the detention of men whose terms of enlistment have expired.

NAVY DEPARTMENT, December 11, 1863.

SIR: Your letter of the 27th ultimo, relative to the deficiency of seamen in the West Gulf Squadron, has been received.

You are authorized by law to retain men whose terms of enlistment are out whenever their services may be required, and you will issue no discharges except by order of the Department.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Commodore H. H. BELL,
Comdg. West Gulf Squadron pro tem., New Orleans, La.

Report of Fleet Engineer Shock, U. S. Navy, regarding the pressing need of certain supplies for his department.

FLAGSHIP PENSACOLA,
Off New Orleans, December 11, 1863.

SIR: I respectfully report that on the 10th of July and the 2d of September requisitions were made out, approved, and sent to the Navy

Department for boiler-plate iron, bar iron, boiler rivets, boiler-maker and blacksmith tools, etc., for the use of the squadron at Ship Island, Pensacola, and at this point.

Letters bearing date July 20 and September 14, respectively, have been received, acknowledging the receipt of the above requisitions, advising that orders had been issued to furnish the articles from the Brooklyn navy yard.

It will be seen that the Bureau acted promptly, but the articles have not been received, nor has anything further been heard of them.

I respectfully call your attention to the fact that there is a pressing necessity for many of the articles, particularly the three-eighths-inch boiler plate, not only for immediate use, but to avoid the necessity of going into the market to purchase at high prices ruling at this place.

I am, very respectfully,

WM. H. SHOCK,

Fleet Engineer, West Gulf Blockading Squadron.

Commodore H. H. BELL, U. S. Navy,

Comdg. West Gulf Blockading Squadron, off New Orleans.

[Endorsement.]

I respectfully call the attention of the Department to the contents of this letter. There is a pressing necessity in this squadron for many of the articles named therein.

Very respectfully, your obedient servant,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

Hon. GIDEON WELLES,

Secretary of the Navy.

Instructions from Commodore Bell, U. S. Navy, to Commander Gibson, U. S. Navy, regarding measures for securing prize money in the cases of captured vessels Independence, Bloomer, and Charlotte.

U. S. STEAM SLOOP PENSACOLA,

Off New Orleans, December 11, 1863.

SIR: The schooner *Independence*, captured by the boats of the *Potomac*, lies here consumed by rot and shipkeeper, for the want of information for libeling her before the prize court. It is necessary for you to comply with the law in the case, viz, transmit to the judge of the U. S. district court all the information you have for insuring her condemnation; the time, place, and circumstances under which she was captured; all the papers found on board; also one or two reliable witnesses to testify to the facts.

A man was to see me a few days ago about the steamer *Bloomer*, captured on the Choctawhatchee. He is a pilot on the Upper Mississippi, and alleges that he has always been loyal and wants to get the *Bloomer* back. It will be necessary for you to proceed in the case of the *Bloomer* and the *Charlotte* and all of your other prizes as is pointed out for the schooner *Independence*, and to send the vessels to this port to be libeled. If they are not seaworthy, then have them appraised

by disinterested parties on oath, making triplicate reports, and the papers for every vessel made up in a separate form and sent to the judge, as for the *Independence*, otherwise your officers and men have made prizes in vain. One certificate of appraisement send to the judge, the other to the Navy Department.

To get the money it is absolutely necessary for them to pass condemnation by prize court, whether the Government has taken them into service or not.

I am, very respectfully,

H. H. BELL,

Commodore, Comdg. Western Gulf Blockdg. Squadron pro tem.

Commander A. GIBSON,

Commanding U. S. Frigate *Potomac*, Pensacola Bay.

Report of Acting Volunteer Lieutenant Eaton, U. S. Navy, commanding U. S. supply steamer Circassian, on return cruise from the West Gulf Squadron.

U. S. S. CIRCASSIAN,

Hampton Roads, Va., December 12, 1863.

SIR: I have the honor to report the arrival of the *Circassian* at this place, on her way to Boston from another voyage to the West Gulf Squadron.

The *Circassian* left Boston on the 24th October, having on board a quantity of ordnance stores for the South Atlantic Squadron, also passengers, mails, and the usual quantity of fresh provisions for the Gulf squadrons.

Arrived at Port Royal on the 31st October, at Key West, November 5, thence proceeded to Pensacola and all the stations of the West Gulf Squadron. At New Orleans orders were received to proceed to the Rio Grande after supplying the vessels off Sabine and Galveston. Arrived off the Rio Grande on the 19th November, and not finding there the *Monongahela* and *Granite City*, as expected, remained sixty hours, at the end of which time intelligence was received by the tug *Leviathan* that the missing vessels had gone to Aransas Pass to cooperate with a portion of General Banks' army.

Immediately proceeded to Aransas, and after supplying the vessels there, shaped our course homeward, communicating again with vessels at all the before-mentioned places and at Charleston (remaining there twenty-three hours), receiving from them invalids, mails, etc.

The rate of speed maintained by the *Circassian* during this voyage does not compare favorably with that of last. Besides the accident to the machinery off Nantucket Shoals (previously reported), it has been necessary to make slight repairs on the engines at nearly every stopping place.

With a heavy cargo, such as taken from Boston this voyage, and in a rough sea, this vessel strains and leaks at the rate of 12 inches per hour without cargo, and in ordinary weather she leaks at an average of 10 inches per hour.

At Port Royal, on the homeward voyage, 162 bags of salt, cargo of the prize schooner *Ocean Bird*, were received on board the *Circassian* for transportation to Boston.

I am happy to state that, to all appearances, the yellow fever has entirely disappeared from Pensacola and vicinity.

I forward herewith the usual abstracts required by the Department.

I have the honor to be, very respectfully, your obedient servant,

WM. B. EATON,

Acting Volunteer Lieutenant, Commanding.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Destruction of extensive salt works in St. Andrew's Bay, Florida.

*December 14 and 18, 1863.**

Report of Commander Gibson, U. S. Navy, commanding U. S. storeship *Potomac*, transmitting report of Acting Ensign Crissey, U. S. Navy, commanding U. S. S. *Bloomer*.

U. S. FRIGATE *POTOMAC*,

Pensacola, December 23, 1863.

SIR: Having learned that there were very extensive salt works about West Bay of St. Andrew's, I thought I should be rendering good service by destroying them. I therefore, on the 9th instant, dispatched the steamer *Bloomer* with the sloop *Caroline*, under command of Acting Ensign Crissey, for the purpose of effecting that object, which he has effectually done, as will be seen by the report of his operations which I have the honor to forward to you. Ensign Crissey was aided in the work by Acting Master W. R. Browne, of the U. S. bark *Restless*, which vessel is stationed in St. Andrew's Bay.

Respectfully, your obedient servant,

A. GIBSON,

Commander.

Commodore H. H. BELL,

Comdg. West Gulf Blockading Squadron, New Orleans.

Report of Acting Ensign Crissey, U. S. Navy, commanding U. S. S. *Bloomer*.

U. S. S. *BLOOMER*,

East Pass, December 20, 1863.

SIR: I have the honor to report that on the afternoon of December 9, I started for West Bay of St. Andrew's in the steamer *Bloomer*, and accompanying me the sloop *Caroline*. On the morning of the 10th came to anchor in St. Andrew's Bay, reported to Captain Browne, of the U. S. bark *Restless*, blockading the bay. An expedition was immediately formed to destroy the numerous works upon the bay. Captain Browne sent on board, to assist in destroying the works, 3 officers and 48 men. At 6 p. m. got underway and proceeded to Bear Creek, at the head of North Bay, to cut out a schooner loaded with 100 bales of cotton, which lay $4\frac{1}{2}$ miles up the creek. We found the water on the bar very low, and ran aground three times in trying to get over the bar, there not being water enough.

At 5 p. m. I proceeded to the salt works on West Bay, destroying the salt works lined on each side of the bay for 7 miles, belonging to private individuals, numbering at least 198 different works, each

* See also Series 1, vol. 17, pp. 593-601.

averaging two boilers and ten kettles each, which, with a large quantity of salt, were destroyed. Five hundred and seven kettles were dug up and rendered useless, and 200 buildings of various sizes, used as storehouses, etc., were destroyed, together with 27 wagons and carts. On the afternoon of the 14th we came to a large Confederate Government works, under the command of Mr. Clendenen, which turned out daily 400 bushels of salt. This was one of the best located in West Bay, being situated in a marsh, the water of which yielded 75 gallons of salt to 100 gallons of water; it was, in fact, a complete salt village, covering a space of three-fourths of a square mile, employing many hands and 16 ox and mule teams constantly to haul salt to Eufola Sound [Eufaula, Ala. ?], and from thence conveyed to Montgomery, at which place it is selling at a fabulous price of \$40 and \$45 per bushel. At this place were 27 buildings, 22 large steam boilers, and 200 kettles, averaging 200 gallons each, which cost the Government \$5 per gallon, all of which were totally destroyed, together with storehouses containing salt, etc. This work, together with the other works, could not have cost less than three million dollars.

Thirty-one contrabands, two of whom were females, belonging to these works, gave themselves up and assisted in destroying the works. This bay was considered a safe place to pursue the making of salt, and for 7 miles on each side of the bay was one continued string of salt works. On the 15th proceeded to the bark *Restless* for wood and water.

On the evening of the 18th Captain Browne, 2 officers, and 40 men came on board. We proceeded to East Bay for the purpose of destroying the works there. We burned and destroyed all the salt works in East Bay that were left. A large number were burned and destroyed by the enemy to keep them from falling into our hands. There are two companies of infantry stationed on the bay to guard the salt works.

In all our work in destroying the salt works the men on shore were under cover of the steamer's guns and occasionally shelling the woods. On the 19th, noon, we started for ship, arriving there 4 p. m. 9 p. m. started for the east end of Santa Rosa Island, experienced heavy weather, at 10 p. m. blowing a heavy gale from N. N. W. with a heavy sea, steamer rolling and steering bad; 11 p. m. drifting offshore, parted wheel ropes, came to anchor, repaired wheel ropes, slipped cable, and stood inshore with a heavy head of steam; saw sloop about one-fourth mile to the leeward. 12, midnight, close inshore, the weather moderate. 6 a. m., steaming alongshore with a light north-easterly wind, the sloop *Caroline* not in sight; arrived at East Pass on the 21st, 4:30 p. m., sloop *Caroline* not in sight.

I am, sir, very respectfully, your obedient servant,

EDWIN CRISSEY,
Acting Ensign, Commanding.

Commander ALEX. GIBSON,
Commanding U. S. Frigate Potomac.

Report of Commodore Bell, U. S. Navy, forwarding to the Department the report of Acting Ensign Crissey, U. S. Navy, commanding U. S. S. *Bloomer*.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, La., January 2, 1864.

SIR: I have the honor to enclose herewith the report of Edwin Crissey, acting ensign, in command of the steam tender *Bloomer* to the

frigate *Potomac*, upon the destruction of vast salt works in Choctaw-hatchee Bay, with the cooperation of Acting Master W. R. Browne, commanding U. S. bark *Restless*, belonging to the squadron of Acting Rear-Admiral Bailey. The duty appears to have been performed in a manner creditable to the officers concerned.

I have the honor to be your obedient servant;

H. H. BELL,

Commodore, Comdg. West Gulf Blockdg. Squadron pro tem.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Letter from Commodore Bell, U. S. Navy, to Commander Gibson, U. S. Navy, stating that Acting Ensign Crissey's report has been forwarded to the Department.

U. S. S. PENSACOLA,

New Orleans, January 23, 1864.

SIR: I have received your letter of the 20th instant in reference to the destruction of the salt works at St. Andrew's Bay. I think that your feeling in the matter is very proper, and it is but natural that you should feel that the credit should be given to those to whom it is due.

The report of the services of Acting Ensign Crissey has been forwarded to the Department.

Respectfully,

H. H. BELL,

Commodore.

Commander A. GIBSON,

U. S. Ship Potomac.

Letter from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, regarding the claims of Acting Rear-Admiral Bailey, U. S. Navy, regarding the destruction of the works.

NAVY DEPARTMENT, *April 16, 1864.*

SIR: Acting Ensign Edwin Crissey's letter of the 30th ultimo is returned herewith, and your attention is called to the following quotations from a report of Acting Rear-Admiral Bailey, dated December 28, 1863:

I have the gratification of reporting a very important service performed by the blockading force at St. Andrew's Sound, under the command of Acting Master William R. Browne, in destroying a very extensive and valuable quantity of salt works, both at Lake Ocala and in St. Andrew's Bay. * * *

On the 10th December Acting Ensign Edwin Crissey arrived at St. Andrew's Sound from the East Pass of Santa Rosa Sound, with the stern-wheel steamer *Bloomer* and tender, the sloop *Caroline*, having heard of the expedition to Lake Ocala, and placed his command at the disposition of Acting Master Browne.

This statement from Acting Rear-Admiral Bailey appears to differ materially from the statement of Acting Ensign Crissey.

Very respectfully,

GIDEON WELLES,

Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT,

Comdg. Western Gulf Blockdg. Squadron, New Orleans, La.

Report of Rear-Admiral Farragut, U. S. Navy, claiming credit for Acting Ensign Crissey, U. S. Navy.

FLAGSHIP HARTFORD,
Off Pensacola, May 11, 1864.

SIR: I have the honor to acknowledge the Department's dispatch dated April 16, returning Acting Ensign Edwin Crissey's application for promotion and calling attention to a difference in statement between Rear-Admiral Bailey and Acting Ensign Crissey.

I now forward herewith, marked "No. 1," a communication from Commander Gibson in reference to this matter, in which that officer distinctly states that the expedition originated with him, and that he sent Acting Ensign Crissey with the *Bloomer* to carry it out, closing his letter with the remark that if the *Bloomer* had not been sent the salt works would in all probability have been in existence still, for the bark *Restless* had been lying there for nearly a year previously.

I forward also, marked "No. 2," a communication from Acting Ensign Crissey on the same subject, together with a copy of his report to Commander Gibson on his return from St. Andrew's Bay, marked "No. 3."

I see no reason to doubt the accuracy or truth of Acting Ensign Crissey's statements, which have undoubtedly been made in good faith, and, as he is a deserving officer, I return his application for promotion with my approval.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Comdg. Western Gulf Blockdg. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Lieutenant-Commander Brown, U. S. Navy, commanding U. S. S. Itasca.

NAVY DEPARTMENT, *December 14, 1863.*

SIR: Proceed down the river to-morrow and make the best of your way to join the West Gulf Blockading Squadron. Do not run into the Potomac River at night.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Lieutenant-Commander GEORGE BROWN, U. S. Navy,
Commanding U. S. S. Itasca, Washington, D. C.

Report of Commander Rolando, U. S. Navy, commanding U. S. S. Seminole, regarding coal.

U. S. S. SEMINOLE,
Sabine Pass, December 14, 1863.

SIR: I enclose two requisitions and request that the one sent per *Arkansas*, concerning fuel (coal and wood) for this ship, will be supplied, as the fuel now on board will soon be expended. The requisition was sent as early as October.

The coal bark *Hanson Gregory*, carrying this to New Orleans, is this day dispatched, having been emptied of all the coal to be delivered here per contract.

There is no coal at this station, and I would request a fresh supply be sent as soon as convenient.

It is my intention to keep one of the vessels stationed at Sabine Pass on the blockade to the eastward, as far east as Vermilion Bay and west as far as Calcasieu. The consumption of coal will consequently be increased, and I think you can estimate that it will be nearly 400 tons per month.

The *Aroostook* is at present on the blockade off Calcasieu and Mermentau.

Your obedient servant,

H. ROLANDO,
Commander, U. S. Navy.

Commodore H. H. BELL,
Commanding Western Gulf Blockading Squadron pro tem,
New Orleans, La.

Letter from Rear-Admiral Farragut, U. S. Navy, to the Assistant Secretary of the Navy, requesting the assignment to his command of the U. S. S. Galena.

ASTOR HOUSE,
New York, December 15, 1863.

DEAR SIR: I have to request that if the steamer *Galena* has not already been assigned to some other station, I think she would be a powerful addition to the West Gulf Blockading Squadron, inasmuch as she is of light draft and has a powerful battery. I hope the Department will also remember that Commander Febiger and Lieutenant-Commander Jouett belonged to my squadron originally, and I trust they will be sent back.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral.

G. V. FOX, Esq.,
Assistant Secretary of the Navy, Washington, D. C.

Order of Commodore Bell, U. S. Navy, to Acting Volunteer Lieutenant DuBois, U. S. Navy, commanding U. S. S. Albatross.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, December 15, 1863.

SIR: As soon as the *Albatross* is coaled, you will proceed in her without delay to Mobile Bar and report to Commodore Thatcher, U. S. S. *Colorado*, for blockade duty there.

Very respectfully,

H. H. BELL,
Commodore, Comdg. Western Gulf Blockdg. Squadron pro tem.
Acting Volunteer Lieutenant THEODORE B. DUBOIS,
Commanding U. S. S. *Albatross*, New Orleans.

Order of Commodore Bell, U. S. Navy, to Acting Master Tibbits, U. S. Navy, commanding U. S. S. Arizona, to proceed to duty in Berwick Bay in cooperation with the army.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, December 15, 1863.

SIR: As soon as the *Arizona* has taken in coal proceed to the U. S. S. *Seminole*, Commander Rolando, off Sabine Bar, and having allowed Mr. James Webster, the U. S. consul's clerk at Matamoras, to communicate with Commander Rolando, you will return without delay and ascend Berwick Bay as far as Brashear City to watch and defend the passes there against the rebels.

You will inform me by telegraph of your arrival at Berwick Bay as soon as you reach there, and whether any coal was left there by the *Clifton* and *Sachem*; also keep me duly informed of all events transpiring in that vicinity.

You will also address a letter to Major-General W. B. Franklin, commanding the army corps at New Iberia, [La.], to let him know you are there to cooperate with him when it may be required.

I am, very respectfully,

H. H. BELL,
Commodore, Comdg. Western Gulf Blockdg. Squadron pro tem.
Acting Master HOWARD TIBBITS,
Commanding U. S. S. Arizona, New Orleans.

Report of Captain Gillis, U. S. Navy, commanding U. S. S. Ossipee, regarding a cruise of inspection by that vessel to the Rio Grande and return.

U. S. STEAM SLOOP OSSIPEE,
Off Galveston, Tex., December 15, 1863.

SIR: I respectfully report that the *Monongahela* being off Galveston Bar, engaged in coaling ship, I availed myself of the opportunity to make a cruise along the coast to southward. Visited Generals Washburn and Ransom at Pass Cavallo, and offered to cooperate in any movements they might desire to make. They replied none would be made at present, as they were awaiting reinforcements and orders from New Orleans.

On the 11th instant we reached the anchorage off the Rio Grande, passing through the fleet of vessels there, some fifty in number. We anchored a little to the northward of the line dividing the Mexican from Texan waters, and found several vessels in our waters about half a point; had them boarded, cargo examined, and found papers all correct; one of these, the American steamer *Moonlight*, from New York. She had receipt for papers from our consul (Mr. Pierce) at Matamoras; also a cargo list for 245 bales of cotton signed by same authority, only a few bales of which had been received on board. Another, the Spanish brigantine *Clotildita*, was loaded with 193 bales of cotton, all marked according to cargo list, signed by Spanish vice-consul; her clearance from Matamoras. This vessel was seized; captain, with her papers and crew, sent on board this ship, his manifest, clearance, certificate, etc., all appearing correct and in due form (the

vessel could not have been seized in the high seas); had been forty days off the mouth of the river, and stated he was towed when in distress in Mexican waters some eight days previous by one of our men-of-war to where he then lay. Being so near the line, about six degrees north of it, I concluded to release him; he sailed for Havana.

All precautions were taken in regard to the position of the vessels; bearing from middle of channel of bar and from the ship. At time of taking bearings an azimuth was taken; this would include variations and deviation, if any.

Well, sir, admitting the vessels were in American waters and without suspicion attached as to their legal trade with Matamoras, the question arises: Are we authorized to seize them as legitimate prizes on account only of their being in waters declared by proclamation under blockade? The books, I think, are silent on this, and further, our army has possession of the territory from the Mexican line extending northward and along coast for some distance, and our Government, it is thought, does not desire to give unnecessary cause of complaint or irritation to neutral powers at this time.

Your letter of the 5th instant contains an admonition to officers seizing vessels under similar circumstances, with doubts of the condemnation of several cases now pending before the court of admiralty at New Orleans; therefore, I desire to know definitely whether the fact alone of vessels being at anchor in our waters, say from one degree upwards off the Rio Grande, can be legally seized and condemned on proof of same. All such are boarded and examined.

My first inclination was to seize the New York steamer and send her to tow and convoy the whole party to New Orleans.

We left Rio Grande on the 12th. The presence of one of our vessels of war is required there at all times, and I will send one down as soon as possible.

We returned along coast, anchoring at Pass Cavallo and off the mouth of Brazos River. I send the *Monongahela* to Pass Cavallo; the *Antona* and *Granite City* are there.

Very respectfully, your obedient servant,

JNO. P. GILLIS,
Capt. and Senior Officer,

2d Div. W. Gulf Blkdg. Squadron, Coast of Texas.

Commodore H. H. BELL,

Comdg. Western Gulf Blockdg. Squadron, New Orleans.

*Order of the Secretary of the Navy to Commodore Bell, U. S. Navy,
for the purchase of the prize steamer Alabama.*

NAVY DEPARTMENT, *December 16, 1863.*

SIR: Your letter of the 2d instant (No. 172) has been received.

You are authorized to take the prize steamer *Alabama* for the use of the Navy at the appraised value of \$80,000.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Commodore H. H. BELL,

Comdg. (pro tem) West. Gulf Blkdg. Squadron.

Report of Commodore Bell, U. S. Navy, regarding repairs to the U. S. S. Penguin.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, December 16, 1863.

SIR: I have the honor to acknowledge the receipt of the Department's letter of November 14, asking for particulars in regard to the repairs necessary to be done to the *Penguin* after her arrival in this port. She arrived here November 2, and her work has been steadily in hand ever since. She is expected to be ready for sea in the course of three or four days.

The officers who made the survey on her machinery being on blockade, I referred your letter to the fleet engineer, and respectfully enclose his statement* of the work which was done upon the *Penguin* at Baltimore and subsequent to her leaving there, October 4, for blockade service on this station.

I have the honor to be, your obedient servant,

H. H. BELL,

Commodore, Comdg. West. Gulf Blockdg. Squadron pro tem.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Letter from the acting U. S. consul-general at Havana, regarding the movement of blockade runners to and from that port.

CONSULATE-GENERAL OF THE UNITED STATES OF AMERICA,
Havana, December 16, 1863.

SIR: I have the honor to acknowledge the reception of your letter of the 9th instant. The bill for the amount of my advances to Acting Ensign Miller and prize crew of the *Atlantic*, which you say has been drawn on the Treasury Department and forwarded to me by the paymaster of the *Princess Royal*, did not come to hand by the U. S. mail steamer *Morning Star*, which brought your letter.

Several blockade runners (steamers) have sailed within the last few days, and others are getting ready. Some of them carry gunpowder and others munitions of war. It is probable that their destination is Florida—Bayport or Suwanee River—yet it is possible that they may try to enter Mobile.

A schooner under rebel colors, called *Roebuck*, 41 tons, with cotton, arrived from Mobile yesterday. She left that port, I believe, on the 8th. She is the only vessel that has reached this port from Mobile for a very long time. Parties have been expecting the Spanish steamer *Isabel* from there on last Sunday or Monday. It is to be hoped that she has been captured.

The Spanish brig *Carmencita* arrived yesterday from Sisal, [Yucatan], and brought the master, J. Nicholas, and a passenger named W. Greenough, of the schooner *Jos. L. Gerety*, of New York. This vessel sailed from Matamoras with 122 bales of cotton and 7 passengers, bound to New York. On the following night (17th ultimo) six of the passengers, who declared themselves Confederates and to have authority from the so-called Confederate Government, forcibly took possession of the vessel and cargo. Several days after the master and crew

*Not necessary to publish.

and Mr. Greenough were landed, or rather placed in a boat off Cape Catoche. The captain and Mr. Greenough declare that their own property and the ship's papers were delivered to them, but not the instruments and charts. These two persons went on to New York in the *Morning Star*; the rest of the crew were forwarded to the same port direct from Sisal.

The famous steamer *Alice*, which ran the blockade at Mobile successfully so many times, is now on the dry dock here fitting out for another adventure.

I am, with considerations of great respect, sir, your obedient servant,

THOS. SAVAGE,
Acting Consul-General.

Commodore H. H. BELL,
Commanding (pro tem) Western Gulf Blockdg. Squadron.

17th.—The steamer *Austin* is nearly ready to sail. She carries munitions of war and a very valuable cargo. She is of iron, and not very fast. A small schooner came in this morning from Mobile with cotton, only of 15 tons. An English steamer (screw) arrived to-day with ballast from Glasgow, called the *Wave Queen*. She looks like a vessel fit for a privateer, and to carry from four to six guns.

Respectfully,

THOS. SAVAGE.

Report of Commander Townsend, U. S. Navy, referring to the presence of Confederate forces near Morganza, La.

U. S. S. ESSEX,
Off Donaldsonville, La., December 21, 1863.

COMMODORE: This will be handed to you by Acting Volunteer Lieutenant J. F. Richardson, commanding U. S. S. *General Price*, a gunboat recently sent down and attached to my division. I send Captain Richardson to make a patrol of the district, to obtain the wheels that have been cast for the sawmill, and obtain for me some candles on requisition, which you will very much oblige me by approving.

I am glad to be able to inform you that I can send you all the lumber we will saw at the mill, except some few thousand feet required for the *Essex*. I presume we can supply you with from 50,000 to 55,000 feet. Colonel Fiske, who obtained for me the use of the mill, learned that there was a nice lot of sawed lumber stowed away a few miles back of Bayou Goula. He sent some of his command, who brought it to the river's bank, and I sent a gunboat towing a barge, which brought it down to Fort Butler. The colonel now has a sufficient supply for the erection of his barracks—the high water will drown out his present temporary structures—and the 20,000 feet I had promised to reserve for him can now be sent down for your use.

The last reports I hear from above are that from 8,000 to 10,000 rebels are still on the western side of the river, near Morganza, but a few miles farther back than they have recently been. There is reason to believe that Admiral Porter will be down here within a short time. When he comes he will undoubtedly visit you in New Orleans. Cap-

tain Richardson will be able to give you such news as is circulating, both here and on the upper river.

I have the honor to remain, very respectfully, your obedient servant,
 ROBERT TOWNSEND,
Commander, U. S. Navy.

Commodore H. H. BELL, U. S. Navy,
Commanding Western Gulf Blockading Squadron.

Order of Commodore Bell, U. S. Navy, to Commodore Thatcher, U. S. Navy, regarding the position of the U. S. steamers Penguin and Albatross on the Mobile blockade.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, December 22, 1863.

SIR: You will please place the *Penguin* and *Albatross* to cruise off the coast in latitude $29^{\circ} 30'$ N. and between $87^{\circ} 88'$ W. longitude for intercepting vessels escaping from or approaching the blockade. They are both very fast. If you can not keep both on that service, you will please spare one at least for that important duty and so arrange them that both shall not be coaling at the same time.

The *Port Royal* was run into just when completed, and her stern piece so badly split as to require docking. She will be out in ten days.

In order that you may not be delayed from sailing North, please forward to me without delay a statement of the number and ratings of the remainder of your crew not yet transferred, and I will then send from here the transfers who are to go North, receiving in return your men of extended service.

I am, very respectfully,

H. H. BELL,
Commodore, Comdg. Western Gulf Blockdg. Squadron pro tem.

Commodore HENRY K. THATCHER,
Commanding U. S. Blockading Forces off Mobile Bar.

Order of Commodore Bell, U. S. Navy, to Lieutenant Sumner, U. S. Navy, to proceed on expedition to Mermentau Lake for the capture of two British schooners.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, December 22, 1863.

SIR: You will proceed to the western entrance of Lake Mermentau with two launches and 40 men from this ship attended by Gunner David A. Roe, to attempt the capture of two British schooners which are reported as lying at Grand Chenier, about 8 miles from the sea.

You will be attended by the *Eugénie*, Acting Ensign N. M. Dyer, who will take the boats in tow and provision your people. In towing you will always keep five men in each boat, with some water and bread. Have everything else than oars, masts, and sails passed on board the *Eugénie*.

Antoine Antonio will accompany you as pilot. He is a resident of the country and a loyal citizen. If the *Eugénie* can not cross the bar, she will wait your return, and you will proceed up the bayou with the

launches, under the direction of the pilot, as far as Grand Chenier, where the vessels are believed to be.

Having accomplished the objects of the expedition, you will return with your command to this port.

There are about 300 residents at Grand Chenier who are Union people; you will therefore permit no plundering nor ill usage of the inhabitants as long as they offer no resistance.

Some few guerrillas and coast militia are said to ply those waters in skiffs; be on the lookout for them.

I am, very respectfully,

H. H. BELL,

Commodore, Comdg. Western Gulf Blockdg. Squadron pro tem.

Lieutenant G. W. SUMNER,

U. S. Steam Sloop Pensacola.

Order of Commodore Bell, U. S. Navy, to Acting Ensign Dyer, U. S. Navy, Commanding U. S. S. Eugenie, to proceed on expedition for the capture of two British schooners under direction of Lieutenant Sumner, U. S. Navy.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, December 22, 1863.

SIR: You will proceed in the *Eugenie* to Lake Mermentau (the western entrance thereto) for the purpose of capturing two schooners, said to be British, which have run the blockade. They are believed to be lying about 8 miles from the sea, at Grand Chenier, where there is a settlement of 300 or 400 persons, who are said to be well-disposed Union people. You will therefore permit no plundering by anyone under your command.

Antoine Antonio, a pilot and resident of that coast, will accompany you and conduct the boats into the bayou.

Lieutenant G. W. Sumner will accompany you with two launches and a detachment of men from this ship. You will take the launches in tow, and in case of bad weather seek a harbor.

Lieutenant Sumner will command the expedition.

Should you get short of coal, you can be supplied at Sabine Pass.

I am, very respectfully,

[H. H. BELL,]

Commodore, Comdg. Western Gulf Blockdg. Squadron pro tem.

Acting Ensign N. M. DYER,

Commanding U. S. S. Eugenie, New Orleans.

P. S.—The expedition having been completed, return with the boats to this port.

Report of Rear-Admiral Farragut, U. S. Navy, regarding the delayed departure of the U. S. S. Hartford on account of insufficient complement.

NAVY YARD, BROOKLYN, *December 23, 1863.*

SIR: I have to advise the Department that the *Hartford* is reported ready for sea, with the exception of 69 seamen and 69 ordinary seamen.

It is respectfully suggested that some seamen and ordinary seamen might be had from Boston and other ports. If the *Niagara* is not able to go to sea for some time to come, would it not be well to let us have some of her seamen, and ordinary seamen; otherwise I may be detained a month longer.

All of which is respectfully submitted by your obedient servant,
D. G. FARRAGUT,
Rear-Admiral.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

[Endorsement.]

Permission sent by telegraph.

[Telegram.]

NEW YORK CITY, *December 23.*

Niagara has arrived. They say she can not go to sea. Can we have the men we require?

D. G. FARRAGUT,
Admiral.

GIDEON WELLES,
Secretary of the Navy.

Instructions from Commodore Bell, U. S. Navy, to Captain Gillis, U. S. Navy, regarding the blockade at the Rio Grande.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, December 23, 1863.

SIR: I have received your report of your cruise down the coast to the Rio Grande. You will keep one or more vessels stationed off the Rio Grande and Brazos Santiago, which are only 7 miles apart, to look after contraband runners and for the protection of army transports visiting those waters. The senior officer should be of the regular Navy, discreet and prompt. As soon as we are possessed of the forts at the entrance of Brazos River, you will please fill the *Monongahela* with coals and dispatch Captain Strong to the Rio Grande to maintain the blockade there and at Brazos Santiago. All the coast is under blockade, notwithstanding the occupation by the army, except against army transports. In answer to your questions, I would state that as we have not kept a naval force steadily off the Rio Grande to enforce the proclamation, the proper course for the commanding officers going there will be to warn off from our waters all legal traders trading with Mexico, and to seize them if they should neglect the warning. Although the Government does not desire to give unnecessary annoyance to neutrals, it expects the officers entrusted with the blockade to do everything within their power to break up by all lawful means the contraband trade which is known to be carried on there; and where a reasonable doubt exists as to the lawful character of a vessel, she should be seized and sent before the court, with all the facts and witnesses necessary for a decision.

Having already written about the necessity of being assured as to the true bearings of the bar, by a knowledge of the "local deviation" of the compass, I will only add, vessels going into the river can scarcely avoid running over upon our side somewhat.

I am, very respectfully,

H. H. BELL,

Commodore, Comdg. Western Gulf Blockdg. Squadron pro tem.

Captain JOHN P. GILLIS,

Commanding U. S. Blockading Forces, Coast of Texas.

*Order of Commodore Bell, U. S. Navy, to Acting Master Seyburn,
U. S. Navy, commanding U. S. Schooner Kittatinny.*

U. S. STEAM SLOOP PENSACOLA,
New Orleans, December 23, 1863.

SIR: Upon the receipt of this you will proceed with the *Kittatinny* under your command to New Orleans, La., and report your arrival to the senior naval officer present.

Respectfully,

H. H. BELL,

Commodore, Comdg. Western Gulf Blockdg. Squadron pro tem.

Acting Master ISAAC D. SEYBURN,

Commanding U. S. Schooner Kittatinny.

*Report of Brigadier-General - Stone, U. S. Army, regarding the
assignment of the U. S. S. Arizona to service in Berwick Bay.*

HEADQUARTERS DEPARTMENT OF THE GULF,
New Orleans, December 23, 1863.

GENERAL: I suppose the gunboat *Arizona* has reported, in compliance with a request of the commanding-general to the commodore that one or two gunboats of light draft should be kept constantly in Berwick Bay. When the water rises, she can enter Grand Lake and the Atchafalaya.

Very respectfully, your obedient servant,

[CHARLES P. STONE],

Brigadier-General and Chief of Staff.

Major-General WILLIAM B. FRANKLIN,

Commanding Troops in Western Louisiana, New Iberia.

*Report of Lieutenant-Commander Greene, U. S. Navy, regarding an
expected attack by the Confederate ram fleet.*

U. S. SHIP VINCENNES,
Ship Island, December 23, 1863.

SIR: I am informed by Lieutenant Commanding Pennington, of the *Jackson*, that a refugee from Biloxi, who came out to-day, brings information that the whole ram fleet is expected to come out on Christmas eve to attack the blockading fleet. The person who brought this information is well-known to Captain Pennington and is a reliable man.

I have taken measures to inform Commodore Thatcher by the *Cal-houn* early to-morrow morning.

Respectfully,

C. H. GREENE,
Lieutenant-Commander.

Commodore H. H. BELL,
Commanding Western Gulf Blockading Squadron.

Instructions from Commodore Bell, U. S. Navy, to Captain Gillis, U. S. Navy, regarding the Texas blockade.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, December 23, 1863.

SIR: I have sent the *Estrella*, Lieutenant-Commander Augustus P. Cooke, drawing 6 feet water, to operate with the army on the inland waters, I understand they are at present about Matagorda Bay. When they move upon Brazos, let her go into that river with them.

The *Estrella's* light draft will enable you to employ the *Antona* in some other way, and perhaps the *Granite City* also.

I have sent orders for the *Kittatinny* to come here and report.

The Rio Grande and Brazos Santiago are never to be left without the presence of one or two vessels of war to look after contraband traders to the river and for the protection of army transports visiting those places with supplies for the army. You will please have them relieved in time for them to coal off Galveston.

It is desirable that the senior officer on duty there shall be of the Regular Navy, discreet and well informed.

I am, very respectfully,

H. H. BELL,
Commodore, Comdg. Western Gulf Blockdg. Squadron pro tem.

Captain JOHN P. GILLIS,
Commanding U. S. Blockading Forces on the Coast of Texas.

Order of Commodore Bell, U. S. Navy, to Lieutenant-Commander Cooke, U. S. Navy, commanding U. S. S. Estrella, to proceed to duty in cooperation with the army in Texas waters.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, December 23, 1863.

SIR: You will proceed in the *Estrella* to Galveston Bar and report to Captain Gillis for duty in the inland waters of Texas and to cooperate with the army in its progress on the coast thereof.

Your presence will be first required in Matagorda Bay. Upon arriving there you will call upon General Washburn, commanding, and inform him of the objects of your service. You will diligently inform yourself of the situation of the enemy and the exact nature of his defenses.

You will receive coals as you want them off Galveston Bar.

I am, very respectfully,

H. H. BELL,
Commodore, Comdg. Western Gulf Blockdg. Squadron pro tem.

Lieutenant-Commander A. P. COOKE,
Commanding U. S. S. Estrella.

Report of Lieutenant-Commander Greene, U. S. Navy, transmitting report of capture of two boats.

U. S. SHIP VINCENNES, *December 24, 1863.*

SIR: I have the honor to enclose a report* of the capture of two boats laden with 78 sacks of corn, 2 bags pease, 2 sacks flour, and 1 sack of wheat; Lieutenant-Commanding Pennington will explain. There were four men, who have been sent to the provost-marshal for transmission to you.

Captain Pennington has the boats on shore at Horn Island, and in addition a number of skiffs.

The articles captured are now here. What disposition shall I make of them? Enclosed are the receipts showing where they were purchased.

The names of the men are W. Holey, Alex. Todd, N. Wivervish, and Frank Mercer.

Respectfully,

C. H. GREENE,
Lieutenant-Commander.

Commodore H. H. BELL,
Comdg. Western Gulf Blockading Squadron, New Orleans.

Report of Acting Master Zerega, U. S. Navy, commanding U. S. S. Antona, regarding the capture of the British schooner Exchange.

U. S. S. ANTONA,
Off Galveston, December 25, 1863.

SIR: I have the honor to report that on the 24th instant, on my way from Pass Cavallo to this place, I captured the British schooner *Exchange* for attempting to violate the blockade. At the time of capture we were in 8 fathoms of water, Velasco bearing west, true, distant 10 miles. The schooner was first seen at 8:30 p. m., bearing E. by N., distant 5 miles, and steering about W. by N. At 9 o'clock we fired a signal gun for her to heave to. Instead of heaving to she hauled close on the wind, bearing about N., the wind at the time being from E. N. E. At 9:15 fired a shell from rifle Parrott over her, when she tacked ship and hove to. In answer to my hail the reply was, that it was the British schooner *Exchange*, from Nassau, bound for New Orleans. I sent a boat on board of her and finding her papers were from Vera Cruz and apparently correct, I seized her on account of the suspicious nature of her cargo and being so much out of the way to New Orleans. Her cargo consists of coffee, nails, tin plates, cotton goods, acids, iron wire, gunny cloth, cotton baling, rope, cases of boots and shoes, cases, contents unknown, and a quantity of liquors. I sent an officer and prize crew on board of her and towed her up to this place. To-day I have taken all the spirits out of her, as I did not deem it safe to allow it to go in the schooner to New Orleans. By the first safe opportunity I will send it on for adjudication.

*Not found.

Enclosed please find a list of the officers and crew of this steamer at the time of capture.

No other vessel in sight.

I am, sir, very respectfully, your obedient servant,

ALFRED L. B. ZEREGA,
Acting Master, Commanding U. S. S. Antona.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from the Secretary of the Navy to Commodore Bell, U. S. Navy, transmitting information regarding Confederate ironclad building at Mobile.

NAVY DEPARTMENT, December 26, 1863.

SIR: I transmit herewith for your information copy of a letter of the 11th instant, addressed to the Secretary of War by Mr. J. J. Brown, relative to the building of a rebel ironclad steamer at Mobile, Ala.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Commodore H. H. BELL,
Commanding West Gulf Blockading Squadron pro tem,
New Orleans, La.

[Enclosure.]

NEW ALBANY, IND., December 11, 1863.

MY DEAR SIR: On yesterday, 10th, I met a gentleman eight days from Mobile. He gave me information which I know is perfectly correct in relation to number of troops, positions of guns, and construction and completion of gunboats, the most important of which is the near approach to being finished of a very formidable vessel under the superintendence of Captain [James] Ed. Montgomery, who commanded the rebel so-called navy at Memphis.

This vessel is represented as 260 feet in length, breadth of beam, etc., in proportion, and is now receiving the iron plating, which is placed upon the hull three plates thick.

This vessel is said to contain the machinery of the steamer *Vicksburg*, which was taken overland from Vicksburg to Mobile. These engines were constructed partially under my superintendence at New Albany, when the steamer *Vicksburg* was constructed, and I know the engine to be as powerful as any now on the Mississippi River.

This fellow, Captain [James] Ed. Montgomery, was formerly a resident of this city, and is a thoroughly competent man for what he is doing.

Your Department may be in possession of all or more than the facts given you in this communication, yet I felt it my duty to inform you that, in case you were not fully posted, it might be of service to the Government.

* * * * *

Yours, truly,

J. J. BROWN.

Hon. E. M. STANTON,
Secretary of War.

Report of Commodore Bell, U. S. Navy, transmitting report of Commander Strong, U. S. Navy, regarding affairs off Pass Cavallo.

U. S. S. PENSACOLA,
Off New Orleans, December 26, 1863.

SIR: Reports from the blockade commanders announce all quiet, Texas being the scene of military activity at this time. I have the honor to enclose the report (No. 1) of Commander J. H. Strong, U. S. S. *Monongahela*, off Pass Cavallo, December 21, which will inform the Department of the state of affairs there. Also (No. 2) copy of official report* of Brigadier-General Ransom upon the capture of Aransas.

In paragraph 6 he commends Acting Ensign H. W. Grinnell, in command of naval howitzers, for good conduct.

I have the honor to be, your obedient servant,

H. H. BELL,
Commodore, Comdg. West Gulf Blockading Squadron pro tem.
Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure.]

U. S. STEAM SLOOP MONONGAHELA,
Off Pass Cavallo, Tex., December 21, 1863.

SIR: I have the honor to report to you that I returned to this place on the 17th instant, after coaling at Galveston.

Immediately on my arrival General Washburn informed me that he had learned that the rebels were collecting at the head of the peninsula, probably to dispute his passage. He wished to make a reconnoissance, so I gave him the *Granite City* for that purpose. He went up in her himself and found only scattering mounted pickets; a few shells dispersed them. The *Granite City* returned the following day. I have sent the *Antona* down to Brazos Santiago, at the general's request, to take one of his staff down for a couple of rifled guns that he requires. She was at the same time directed to look out for blockade runners, but not to go to the Rio Grande. The *Granite City* is now inside the bar, and to-day has gone up the bay inside with the general on board to reconnoiter.

A forward movement is not anticipated now for two or three weeks. There are about six thousand troops here now.

I shall probably be able to go down to the Rio Grande in this ship in a few days. I am expecting one of the gunboats up from there in a day or two.

I was not able to fill up entirely with coal, as a leak was discovered in the bottom of one of our boilers while coaling. The leak can not be got at to ascertain its extent till the coal is used out of the forward bunker.

Enclosed I send you a copy of General Ransom's report of the taking of Aransas.

I am, sir, very respectfully, your most obedient servant,

J. H. STRONG,
Commander.

Commodore H. H. BELL,
Commanding West Gulf Blockading Squadron,
U. S. Flagship Pensacola, New Orleans, La.

* See p. 681.

Letter from Commodore Bell, U. S. Navy, to Major-General Banks, U. S. Army, acknowledging communication.

U. S. S. PENSACOLA,
Off New Orleans, December 26, 1863.

SIR: I have the honor to acknowledge the receipt of your communication of to-day.

I have had information of the schooners referred to and have dispatched boats to seize them, if they have not already made their escape.

I am your obliged and obedient servant,

H. H. BELL,
Commodore, Commanding West Gulf Blockading Squadron.
Major-General NATHANIEL P. BANKS,
Commander in Chief, Department of the Gulf, New Orleans.

Letter from the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, transmitting information from Rear-Admiral Porter, U. S. Navy, regarding Confederate vessels under construction near Mobile.

NAVY DEPARTMENT, December 26, 1863.

SIR: I transmit herewith, for your information, copy of a dispatch dated the 16th instant, from Rear-Admiral D. D. Porter, in reference to the building of rebel gunboats in the vicinity of Mobile, Ala.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT, U. S. Navy,
New York.

[Enclosure.]

MISSISSIPPI SQUADRON, FLAGSHIP BLACK HAWK,
Cairo, December 16, 1863.

SIR: From a refugee by the name of I. S. Turner, who escaped from Mobile, Ala., I learn the following particulars in relation to the rebel gunboats now building in that vicinity. Mr. Turner was at one time engaged at work on some of these vessels.

The *Nashville*, building at Montgomery, Ala., is an ironclad—the iron 5 inches in thickness—275 feet long, 63 feet beam; carries sixteen guns—six broadside, two forward, and two aft. This vessel draws 11 feet of water, and is not intended to go to sea.

The *Tennessee*, building at Selma, Ala., is an ironclad, the iron 4 inches in thickness, with compressed cotton between her timbers; 197 feet long, 40 feet beam. She carries eight guns—four rifles, and four smoothbore 64-pounders.

The speed of the *Nashville* and *Tennessee* in the Alabama River was about six or eight miles per hour.

Besides the above, there are four steam batteries building, carrying four guns each, plated with railroad iron; also four floating batteries, carrying two guns each, plated with railroad iron, and made for the purpose of anchoring in the harbor.

A ram is building, clad with sheet iron, carries six guns (24s and 32s); speed about four miles, said to be an inferior boat.

The *Gaines*, *Morgan*, and *Florida* are not ironclad. They are intended for sea service, are schooner-rigged, and carry two 32-pounders and six 24-pounders. Captain McBlair commands the *Gaines*, Captain Gift commands the *Morgan*, and Captain Hays commands the *Florida*.

There are also building on the Tombigbee River, two gunboats, 180 feet keel, 38 feet beam, carrying eight guns each.

A wooden gunboat called the *General Beuregard* carries four guns, and is commanded by Lieutenant Milligan.

I have the honor to be, very respectfully, your obedient servant,
 DAVID D. PORTER,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant-Commander Greene, U. S. Navy, referring to the Confederate ram fleet at Mobile.

U. S. SHIP VINCENNES, December 26, 1863.

SIR: I enclose two letters* addressed to Lieutenant-Commander Bigelow, which will explain themselves, for your decision.

The letter to you from me in relation to the ram fleet at Mobile being organized, to come out on Christmas eve, could not be sent for lack of means; but as they have not made their appearance they (if there was any truth in the report) may have been kept back by bad weather. I heard heavy firing up the sound (probably off Mobile) on the forenoon of the 24th instant, but think it was only the *Colorado* firing the old charges out of her guns, in anticipation of an attack. No further reports in relation to the affair have reached me.

Respectfully,

C. H. GREENE,
Lieutenant-Commander.

Commodore H. H. BELL,
Commanding Western Gulf Blockdg. Squadron, New Orleans.

Order of Commodore Bell, U. S. Navy, to Acting Master Hamilton, U. S. Navy, commanding U. S. S. Commodore, to cooperate with army forces at Lakeport, La.

U. S. S. PENSACOLA,
Off New Orleans, December 28, 1863.

SIR: Take in coals without delay and proceed in the *Commodore* to Lakeport, [La.], and there report to Colonel W. K. Kimball, Twelfth Maine Volunteers, to accompany him across the lake. You will please give him hearty cooperation in the military enterprises upon which he may be engaged in that quarter. You will, however, exercise your own judgment as to the practicability of the enterprises that may be suggested to you; and you will be careful not to ascend any of the

rivers above the bluffs unattended by troops, and to guard against ambushes. You will render a written report of all that the *Commodore* may be engaged in.

Respectfully,

H. H. BELL,
Commodore.

Acting Master J. R. HAMILTON,
U. S. S. Commodore, New Basin, New Orleans.

Letter from Commodore Thatcher, U. S. Navy, to Captain Jenkins, U. S. Navy, preparatory to departure of the former for the North.

U. S. S. COLORADO, December 29, 1863.

MY DEAR CAPTAIN: I have just received yours of this morning, and with regard to the subject-matter thereof I fully concur with you that the *R. [Richmond]* is not fit for this blockade service, much less for Texas or Charleston Bar, and having no doubt but the admiral will touch off here and that I shall see him, I shall make it a point to dwell upon the unfitness of your vessel for the work given her to do. As I have been a daily witness of her capers for so long a time I am fully satisfied. Should I not see the admiral before leaving, I will write fully to Bell on this matter, as you suggest, and use my best efforts for your relief. Your only play would be to act as a ram in a seaway, for I don't believe it would be safe to cast loose your guns in such weather as we have lately had.

I thought the *Lackawanna* bad enough at rolling, but your vessel beats anything in that line that I have ever seen, and I must say that I have experienced some heavy rolling in my day.

My first lieutenant is at New Orleans with my dispatches, I trust, before this, and I shall look for the draft of men from New Orleans about Thursday. I have at least 100 tons of powder, shot, shell, canister, and grape to send back in her, besides men and their effects, which I fear the transport can not carry at a single trip. Therefore it may be ten days before I can be ready to depart hence, but as I am given till February 1 to reach a Northern port, it is not of much consequence particularly to me, for I can not remember any sea command now about ready for me on my arrival, and idleness at this time would be of all things the most irksome.

As to your pilot, although I do not believe that he knows anything of either this coast or that of the Atlantic, yet I think it the cheapest way to send him North to be discharged from service rather than to keep him here at \$100 per month, rendering no service whatever. I have here a pilot who knows the coast from Pensacola to Texas; an old fisherman by name of Freeman; a Dutchman, I should say, by birth. He is respectable and will be useful, as he knows all about this bar, and also all about the approaches to New Orleans. You can, if you please, receive him in place of your man, and if this is your pleasure I will cause the man Freeman to be sent to you before I go North.

Your executive officer has just called to ask if I can fill up your deficiencies. In reply I told him I would write you. Commodore Bell says: "Make the exchanges for men whose terms have expired, but do not fill deficiencies." Now if you were to write him for 14 men to fill your vacancies, he might give the order.

Thanks for your kind remarks and wishes for me and mine. I also wish you many prosperous returns of the happy new year and a speedy return to your own family, with an end to this sad struggle for national existence. Could I only have seen the stars and stripes flying from these fortifications before leaving the station I should go with satisfaction, but now I do not.

Picket as usual.

I am, very truly, yours,

H. K. THATCHER.

[Capt. T. A. JENKINS,
U. S. S. Richmond.]

P. S.—Command me in anything and everything I can do for you at home.

Order of Commodore Bell, U. S. Navy, to Lieutenant-Commander Morris, U. S. Navy, commanding U. S. S. Port Royal.

U. S. S. PENSACOLA,
Off New Orleans, December 29, 1863.

SIR: As soon as the *Port Royal* is ready for sea you will proceed to Mobile Bar and report to Commodore Henry K. Thatcher, U. S. S. *Colorado*, for duty on blockade there.

Very respectfully,

H. H. BELL,
Commodore, Commanding West Gulf Blockading Squadron.
Lieutenant-Commander GEO. U. MORRIS,
Commanding U. S. Gunboat Port Royal, New Orleans.

Report of Captain Gillis, U. S. Navy, regarding various matters pertaining to the Texas blockade.

U. S. STEAM SLOOP OSSISPEE,
Off Galveston, December 29, 1863.

SIR: Your several communications by the *Estrella* were received. I have dispatched her to Pass Cavallo with mails, etc., and the *Kittatinny* leaves for New Orleans, as you direct. One of her officers (Acting Ensign Jackson) is now on board the *W. G. Anderson*, ordered there a short time since on temporary duty, under the impression the efficiency of the *Kittatinny* would be benefited thereby. I will send him to rejoin her the first opportunity.

Some sick are sent to New Orleans. Medical surveys, sick tickets, accounts, etc., forwarded herewith.

As mentioned some time since, we are without coals, except a small quantity on board of different vessels; hourly expecting a supply.

We have had no dispatch vessel here lately. Army awaiting reinforcements; etc.

Very respectfully, your obedient servant,

JNO. P. GILLIS,
Captain and Senior Officer,
Second Div. West Gulf Blockdg. Squadron, Coast of Texas.
Commodore H. H. BELL,
Commanding West Gulf Blockading Squadron, New Orleans.

H. B. M. S. *Lily* came to this anchorage with a request to be permitted to communicate with their consul at Galveston, which was granted. She left yesterday for the Rio Grande and Vera Cruz.

The sick tickets mentioned are sent with accounts. The late master of prize schooner *Rosa Lee* (*Rosalie*) is represented by Acting Master Seyburn as a fit subject for a Northern prison.

Lieutenant-Commander Henry's report of burning [of] schooner *Rosalie* enclosed. 31st.—No coal vessels yet. All our vessels require replenishing with coals; some out. For two or three days past we have had very bad weather from southward and eastward. The *Ossipee* has lost another port.

Combined operations in Matagorda Bay, December 29 to 31, 1863.

Report of Commodore Bell, U. S. Navy, transmitting reports of Commander Strong, U. S. Navy.

U. S. STEAM SLOOP PENSACOLA,
Off New Orleans, La., January 9, 1864.

SIR: I have the honor to enclose herewith two reports from Commander James H. Strong, U. S. S. *Monongahela*, narrating some recent operations of the gunboats in concert with the troops at Matagorda Bay. This is the latest information I have from the coast of Texas, acquainting the Department with the situation of affairs in that quarter.

The rebel gunboat destroyed was in Matagorda Bay, and they have but two others there. The *Estrella*, drawing 6 feet water, was recently sent there for service on the interior waters, and appears to have arrived in time to be serviceable.

Very respectfully, sir, your obedient servant,

H. H. BELL,

Commodore, Comdg. West Gulf Blockading Squadron pro tem.

HON. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Commander Strong, U. S. Navy, commanding U. S. S. *Monongahela*.

U. S. STEAM SLOOP MONONGAHELA,
Off Pass Cavallo, Tex., December 28, 1863.

SIR: I have the honor to report my return to this place from the Rio Grande.

On my arrival at the Rio Grande on the 25th instant, I found the gunboat *Penobscot* there, she having been sent down by Captain Gillis to take a messenger. I found some 60 vessels anchored in Mexican waters, 4 steamers among them.

It seems that a large trade is still carried on there. Cargoes going in are taken up on the Mexican side above our line of pickets and then carried across the river. Cotton is brought down in the same way.

On Christmas eve there seemed to be almost a universal singing of Confederate songs, firing guns, cheering for the rebels, etc., among the shipping. It was kept up nearly all night.

I understood that only a few days ago a cargo of army wagons was landed there direct from New York and cleared from the custom-house

at New York. They were undoubtedly for the rebels, though nominally for the Mexican market.

The army expedition to Indianola and Lavaca was successful. The army now occupies both places.

General Washburn is now waiting for reinforcements and orders to move on.

At the mouth of the Brazos River the rebels have a fort mounting at least 20 guns, so we learn from deserters and a partial reconnoissance; 13 guns facing the sea, some of them heavy guns. Deserters also report that the rebels are removing guns from Galveston and taking them to Houston.

The boilers of this ship are in need of repairs. I have been obliged to haul fires three times (twice from one boiler and once from the other) since coaling at Galveston. I shall enclose the engineer's report to the fleet engineer to you. The ship also requires calking and other repairs.

At the request of General Washburn I have sent the *Granite City* up the peninsula with General Ransom and 100 troops on board, to cut off rebel pickets. The *Sciota* was directed to accompany her and assist in landing the troops and then proceed to Galveston.

The Brazos River is now the only point on this coast from Galveston down where blockade runners can get out or in, and I have heard of none attempting it there for some weeks past.

The bark *Anderson* left here to-day; she has received her new captain on board.

During my absence General Washburn loaned a rifled 30-pounder Parrott to the *Granite City*; it is mounted on the upper deck forward. The general had two of them brought up from Aransas; one was left on the schooner that brought them up, and I understand that in the last gale, three or four days since, the schooner got adrift in the night and has not been seen since. There was no person on board.

I am, sir, very respectfully, your most obedient servant,

J. H. STRONG,
Commander.

Commodore H. H. BELL,
Comdg. West Gulf Blockdg. Squadron, New Orleans, La.

Second report of Commander Strong, U. S. Navy, commanding U. S. S. *Monongahela*.

U. S. STEAM SLOOP MONONGAHELA,
Off Pass Cavallo, Tex., January 1, 1864.

SIR: I have the honor to report to you that the reconnoissance which I mentioned in my communication of the 28th December as about to be made by the *Granite City* and *Sciota* for the general was made the next day and the troops landed.

At half past 3 in the morning of the 30th ultimo the *Granite City* came down to me and reported that the troops were landed the day before in the morning, and that the *Sciota* went up with General Ransom to reconnoiter at the mouth of Brazos River, leaving the *Granite City* to protect the troops till she should return. During the day, both in the morning and afternoon, the troops were attacked by a large force of cavalry, 800 or 1,000 of them, but were defended by

the *Granite City*, she firing 140 rounds before the enemy was driven off. At 9 p. m. she left the *Sciota* to cover the troops until she could come down to me for assistance. I got underway immediately with the *Granite City* and the *Penobscot*, which was anchored near me at the time, and went up to render as much assistance as possible.

While steaming up there came on a fog so dense that it was impossible to see a cable's length, so we ran the distance and came to anchor to wait for it to clear away.

I happened to fall in with the gunboat *Estrella* a short time before we came to anchor.

I sent the *Granite City* in to reconnoiter and find the *Sciota*. In a short time she returned and reported that the troops were still safe, but that the cavalry had made several attacks during the night. The *Sciota* anchored close in to the breakers, and by shelling on either side of the troops kept the enemy off.

As soon as it was possible to see, I went in with the *Penobscot*, *Granite City*, and *Estrella*, and found that after the *Granite City* had come out to me, a rebel steamer on the inside came close and shelled our troops out of their position, forcing them to retreat down the beach. I then sent the *Sciota*, *Granite City*, and *Estrella* in close to the shore to protect the troops through the night, and as it was nearly dark I came to anchor there, so as to destroy the rebel steamer in the morning if the weather would permit.

During the night a norther came on, and in the morning the rebel steamer was ashore, probably driven on by the gale, but the weather would not admit of getting underway to destroy her at any time during the day.

This morning there was a dense fog, and as soon as it cleared away I steamed in and found that the steamer had been destroyed by fire. I threw a 200-pounder rifle shell at the wreck to ascertain if any persons were still remaining about there, and then returned to Pass Cavallo and found that the *Sciota*, *Granite City*, and *Estrella*, having succeeded in getting the troops on board had brought them here.

After having seen all safe above, I sent the *Penobscot* to Galveston to report to Captain Gillis.

The leaks in my boilers increase, and I am now obliged to haul fires from both to make repairs.

Very respectfully, your most obedient servant,

J. H. STRONG.

Commander.

Commodore H. H. BELL,

Comdg. West Gulf Blockdg. Squadron, New Orleans, La.

Report of Lieutenant-Commander Perkins, U. S. Navy, commanding U. S. S. *Sciota*.

U. S. GUNBOAT *SCIOTA*,
Off Galveston, January 3, 1864.

SIR: In obedience to your orders of the 16th ultimo, I proceeded to the Rio Grande, arrived there on the evening of the 19th December, and boarded the brig *Penniman*, from New York, under English colors, and anchored in our waters. She had an assorted cargo. The captain being at Matamoras with all the papers, I sent an officer to

Matamoras to communicate with our consul and ascertain if the brig's papers were correct. The officer returned the following day and stated that the consul had certified that the brig and her papers were correct.

Left the Rio Grande on the evening of the 21st instant, and arrived at Pass Cavallo the next day and reported to Captain Strong for duty. December 28, I received orders from Captain Strong to proceed up the coast about 30 miles in company with the *Granite City*, which had on board a hundred troops, and assist in landing them, then proceeded with General Ransom on board for the purpose of reconnoitering the coast as far as Brazos River. At 12 o'clock that night I got underway, and assisted in landing the troops at Smith's Landing the next morning, and then proceeded up the coast, and when off San Bernard River discovered that the enemy had two or three thousand men at work throwing up breastworks on the northern bank of the river. I fired a few shells and dispersed them. On arriving at the Brazos River, found two forts, one on each side of the river, mounting seven guns; breastworks thrown up in the rear of the forts, and large numbers of troops at work upon them. Fired several shots at the works. At 5 p. m. returned to Smith's Landing, arriving there about 8 o'clock. Captain Lamson, of the *Granite City*, reported that our troops had been attacked by about 800 rebel cavalry, and that our troops had intrenched themselves behind logs of wood, and at sundown, with his assistance had succeeded in keeping them in check. The *Granite City* having used up all of her ammunition, I sent Captain Lamson to report to Captain Strong and get his assistance. Owing to a heavy swell I was unable to communicate with or get the troops off. I anchored as near to them as possible, and as they were continually attacked, I was obliged to keep up a constant fire all night. On the following morning, there being a heavy fog, we were unable to see our troops until about 10 o'clock, and at the same time discovered a rebel steamer on the opposite side of the peninsula, apparently landing troops. I opened fire upon her with my rifle, and compelled her to change her position, she going farther from us and opening fire with her guns upon our troops, obliging them to abandon their breastwork and to proceed down the coast, we convoying them until dark, when losing sight of them, we anchored.

During the night the wind changed to the northward, and in the morning, the swell having gone down, we proceeded down the coast, and when about 15 miles from Pass Cavallo, overtook our troops.

We embarked them, and at 7 o'clock anchored off Pass Cavallo. The following afternoon I sent the troops back to their camp by the *Granite City*.

On the 1st instant, whilst getting underway in a heavy gale, I broke the cast-iron rack of capstan, and lost my starboard anchor with 45 fathoms of chain. I communicated with Captain Strong, who ordered me to return here and report to you.

I am, very respectfully, your obedient servant,

[GEORGE H. PERKINS,]

Lieutenant-Commander.

Captain JOHN P. GILLIS,

Commanding U. S. Naval Forces, Coast of Texas.

Abstract log of the U. S. S. *Monongahela*, Commander James H. Strong, U. S. Navy, commanding.

December 30, 1863.—At anchor off Pass Cavallo, Texas. At 4 a. m. got underway and stood to the northward and eastward. At 11 the *Granite City* got underway and went in toward the shore. At 3 the *Granite City* returned and came to anchor. At 3:30 made general signal, boat code, when all the other vessels got underway, when we made signal. At 4:20 p. m. came to anchor.

December 31.—At 7 a. m. saw a rebel steamer ashore in Matagorda Bay. At 8 the *Sciota* got underway and stood inshore. At 8:30 the *Estrella* got underway and followed the *Sciota*. At 8:05 both gunboats opened fire on the rebel steamer. At 9:30 hove up port anchor. At 11 the *Sciota* ceased firing and stood to the southward and westward. *Estrella* continued firing slowly at the steamer. At 12:40 p. m. the *Estrella* got underway and stood along the coast. *Sciota* out of sight. At 2:30 the *Estrella* out of sight to southward and westward. At 8:30 a large fire began in the direction of the rebel steamer and continued burning until 11:30 p. m.

Abstract log of the U. S. S. *Sciota*, Lieutenant-Commander George H. Perkins, U. S. Navy, commanding.

December 28, 1863.—Off Pass Cavallo, Tex. At 4:30 p. m. the *Granite City* came out over the bar with troops.

December 29.—At 12 a. m. got underway. At 5 a. m. lowered boats to land troops from the *Granite City*. At 11:45 a. m. saw two or three thousand of the enemy's troops throwing up fortifications. Fired several shell from rifle and XI-inch gun and dispersed them. Also fired several times at trains of baggage wagons going up the coast. From meridian to 4 p. m. weather b. c., wind E. by S. Heavy swell from southward and eastward. At 12:15 p. m. off Brazos River; discovered that the enemy had two forts, one on each side of the river, mounting seven guns, and a large number of troops throwing up breastworks in the rear of the forts. Also for 2 miles above the forts large encampment of troops. Fired several shells at the forts, but received no reply. At 3:35 p. m. stood to the southward. At 8:10 p. m. anchored with starboard anchor. At 8:20 boarded the *Granite City* and learned that our troops had been attacked by rebel cavalry, that she had shelled and dispersed them, and at sundown our troops had fortified themselves. At 9, the *Granite City* having fired all her ammunition, got underway and stood to the southward. At 11:45 p. m., our troops being again attacked, slipped our chain and opened fire with all our battery, keeping up a constant fire.

December 30.—At 3:30 a. m. anchored in 4 fathoms, veering to 25. Heavy sea setting in from southward. Ship rolling heavily and not able to use the XI-inch gun. Transported the howitzers to the stern ports and kept up a constant fire for the rest of the watch. At 8:50 got underway and stood out to 4½ fathoms water. At 10:20 came to anchor. Saw a sail to the S. W. Weather thick and foggy. Discovered our troops and a rebel steamer inside the peninsula. From meridian to 4 p. m., thick and hazy, with passing showers of rain. At 1 p. m. the *Granite City* arrived; communicated with her, and she

stood to the southward. At 1:30 p. m. got underway, went to quarters, commenced shelling the rebel steamer, which had the appearance of attempting to land troops. Drove her from her position and out of range, she opening on our troops with two guns, driving them from their breastworks, and they proceeding down the coast, we convoying them. From 4 to 6 p. m., sails in sight. Proved to be the *Monongahela*, *Penobscot*, *Estrella*, and *Granite City*. At 4:15 stood out and spoke the *Granite City* and *Monongahela*. At 5:20 p. m. ran down the coast about 2 miles and came to anchor.

December 31.—From 4 to 8 a. m: Discovered three rebel steamers ashore inside the buoy. Called all hands up anchor. At 8:15 a. m. got underway and ran inshore. At 8:45 came to anchor in $2\frac{1}{2}$ fathoms water, with starboard anchor. At 9, commenced shelling three rebel steamboats. At 10, ceased firing and got underway and steamed down the coast. At 2:30 p. m. saw the troops on shore; ran into $2\frac{1}{2}$ fathoms and came to anchor with starboard anchor, lowered all boats, and transferred soldiers to the ship. At 3:30, gunboat *Estrella* in sight coming down the coast. At 4:15 p. m. hoisted all boats, called all hands up anchor, carried away the capstan, parted the chain at 42 fathoms, and lost the anchor and chain. Proceeded down the coast. Spoke the *Granite City*. At 7 p. m. came to anchor off Pass Cavallo.

Report of Major-General Washburn, U. S. Army.

HEADQUARTERS U. S. FORCES,
Fort Esperanza, Tex., January 1, 1864.

GENERAL: * * * On the night of the 28th I sent 100 infantry up on the outside, on the gunboat *Granite City*, which was accompanied by the gunboat *Sciota*, with instructions to land near the head of the peninsula and march down under cover of the gunboats, while at the same time I sent all of my mounted men, 50 in number, up the peninsula. My object was to capture the pickets which the enemy are known to keep on the peninsula, and drive in cattle to supply the army. I have information that the enemy's cavalry charged down the peninsula 1,000 strong and overtook them about 15 miles down. My men gave battle and with the boats repulsed the enemy. As soon as the party returns you shall have an official report of the affair.

I am, general, very respectfully, your obedient servant,

C. C. WASHBURN,
Major-General.

Major-General N. P. BANKS,
Commanding Department of the Gulf.

Report of Lieutenant-Colonel Hesselstine, U. S. Army.

FORT ESPERANZA, TEX., *January 1, 1864.*

GENERAL: I have the honor to report that in accordance with the instructions received through you from the major-general commanding coast expedition, I embarked on the evening of the 28th ultimo with 100 men of my regiment on the gunboat *Granite City*, and proceeded that night outside of Matagorda Peninsula to a point 7 miles

from the head of it. In the morning we landed in small boats through the surf on a reconnoissance, intending to return on board when our object was obtained, but shortly after our debarkation the surf was so increased by a strong southerly wind as to cut off all communication with the gunboat.

A detachment under Lieutenant Ham having returned from a scout up the peninsula, I deployed a line of skirmishers nearly across, and moved down under convoy of the *Granite City*, driving back the rebel pickets cut off by our line. Our progress was so impeded on the right by bayous from the lake that by 2 p. m. we had advanced but 7 or 8 miles, and were obliged to shorten the line of skirmishers. At this time I was warned by the whistle of our convoy, and then shell from her 30-pounder Parrott, of an enemy in the rear. Soon, by the aid of my glass, I was able to discern the head of a body of cavalry moving down the peninsula. Under a heavy fire from the gunboat their line stretched steadily toward us, and, without seeing the last of it, I made out a force of from 800 to 1,000 cavalry. * * * In half an hour their skirmishers were swarming close up to mine, slightly heeding the shell and shrapnel which, by reason of the heavy sea, only now and then emptied a saddle for them. * * * Hastily communicating to the officers my plan to throw up, from the drift, branches, logs, and stumps a barricade, first a face to the enemy and then on each flank, I wheeled the company in on the beach. As if by magic, and while the enemy were forming their line for attack, there arose with gnarled roots and branches projecting, a rough, ugly-looking redan, its *pan coupé* on a sand ridge, its gorge out in the surf.

They formed, advanced, hesitated, halted; a party rode up to reconnoiter, and rode back with Minié balls to report. * * * While they deliberated darkness came with a heavy mist. For a ruse or threat, we sung out three hearty cheers and a "tiger." Two fires on each flank gave our position to the gunboat *Sciota*, which came in from a reconnoissance up the coast. The *Granite City* goes to send reinforcements. With the expectation of an attack the men were kept at the barricade all night. * * * Soon after midnight the picket fired, and ran in to report a strong body moving to the left, on to the beach. This force came up, but a sharp fire sent them to the rear, as the gunboat *Sciota*, which had slipped her anchor, ran round and poured in a broadside. They retired for the night.

The morning was very foggy. * * * By noon it cleared away, and the rebel gunboat *John F. Carr* ran down inside, opposite our work, and commenced shelling it with her 20-pounder Parrott, making some very good shots, but injuring no one.

At 3 p. m., the men being without food and water, the gunboats expected to come to our relief having failed, by reason of the fog, to find us, and concluding that the enemy had driven back our reinforcements, after some hesitation we moved secretly out to cut our way down the peninsula. The rebel gunboat shelled the abandoned work, and, as they report from the *Sciota*, kept back a body of their own cavalry. Our advance skirmishers drove before us a few of the enemy's scouts. Night came with a heavy fog, and we advanced cautiously. At 10 p. m. the severest norther of the winter struck us. At 1 a. m. bivouacked for the night. The next day, at 2 p. m., 20 miles below our work, we were discovered from the *Sciota* and with great difficulty taken on board.

On the march the sick and exhausted soldiers had been nobly aided by their comrades, so that not a man, musket, or equipment was left for the enemy. The rebel gunboat *John F. Carr* was driven ashore in the norther, and Captain Strong, of the *Monongahela*, who came to relieve us, reports she was abandoned and destroyed. The loss of this boat, the information secured concerning the enemy and peninsula, already given you verbally, with the lesson taught our enemies, make the reconnoissance not altogether valueless.

* * * * *

Captain [George H.] Perkins, of the *Sciota*, excited my admiration by the daring manner in which he exposed his ship through the night in the surf till it broke all about him, that he might, close to us, lend the moral force of his XI-inch guns and howitzers, and by his gallantry in bringing us off during the gale.

To Captain [Charles W.] Lamson, of the *Granite City*, great credit is due for his exertion to retard and drive back the enemy. By the loss he inflicted upon them it is clear but for the heavy sea he would have freed us from any exertion. Information comes in that the attacking force was Green's cavalry, and from 1,200 to 1,500 strong. I have allowed myself to be too minute in this report that you may understand exactly how 100 Yankees baffled, beat back, and eluded so large a body of rebels and rebel gunboat without loss.

I have the honor to be, sir, very respectfully, your obedient servant,

FRANK S. HESSELTINE,

Lieutenant-Colonel, Commanding.

Brigadier-General T. E. G. RANSOM,

Comdg. Third Brig., Second Div., Thirteenth A. C.,

Fort Esperanza, Tex.

Report of Captain Turner, C. S. Army.

HEADQUARTERS, ETC., CAMP WHARTON,

December 30, 1863—5 p. m.

CAPTAIN: I have the honor to state that on my return from the mouth of the San Bernard on yesterday, the 29th instant, at 6 p. m., I received an official dispatch from Colonel [A.] Buchel, enclosing a report from the signal operator at the mouth of the Cany. From these dispatches it appeared that the enemy had landed between 200 and 300 strong at a point about 7 miles below the mouth of the Cany, on the gulf shore of the Matagorda Peninsula. Colonel Buchel informed me that he had ordered down [R. R.] Brown's regiment and his own with the view of expelling or capturing the enemy's force. Thinking that I might reach there in time to be of some assistance, I left immediately. On arriving at the mouth of the Cany we learned that Colonel Buchel with about 300 men of his command had passed down the beach about 2 p. m.

The enemy landed at 7 a. m., and no information was received by Colonel Buchel concerning the movement until yesterday at about 1 p. m. The enemy having the start and moving rapidly down the Gulf shore, could not be overtaken until quite late in the night (say 9 or 10 p. m.), when, halting under the protection of their ships (three in number), they collected the driftwood and erected a hasty breastwork, behind

which they formed and cheered lustily. Not arriving in time, we met Colonel Buchel with his command returning about 10 miles up the beach from the point at which the enemy had lodged. He informed us that the enemy had availed himself of a position having a morass just in his front and large quantities of driftwood thrown upon the shore near by as a breastwork. A few shots were exchanged, the enemy firing several rounds. The numerical force of Colonel Buchel's command was small, many men having fallen into the rear and been lost sight of by the impracticability of portions of the ground and having broken down their horses by the fatigue of the journey.

The enemy's shipping had shelled them all the way down, moving *pari passu*, but without damage. Colonel Buchel informs me that he did not attempt to dislodge the enemy, for the reason that his efforts would have been attended with very heavy loss (say 100 men), and the advantage to be gained by a successful effort not being, in his opinion, commensurate with the sacrifice. The scouts from the peninsula had not reported at my departure this morning from Colonel Buchel's command, which was hurried by the report from the signal officer at the mouth of the Cany, received at 5 a. m., that the enemy had landed a force on the Gulf shore near the extremity of Cedar Lake. We went down immediately and found the report to be incorrect, having arisen from the beaching of a Confederate States vessel consigned to Messrs. Ball, Hutchings & Co., laden with Mexican blankets, salt, and sundries. The vessel will be lost. The cargo is saved, and has been removed by my orders.

The vessel was overhauled by the Yankees and had all her passengers removed. During the examination of her papers the captain took advantage of the occasion under cover of the darkness and put directly to the shore, beaching her about 5 miles from the mouth of the Bernard, on the Gulf shore. She was from Tampico, and brings no arms or ammunition; nothing but the above-mentioned articles. Every article of value was being removed when I left. She will be dismantled at once.

It seems that the object of the enemy was clearly indicated, by their moving rapidly down the beach, to be the cutting off and capturing of Captain Henderson's company of exempts, who had been engaged for several days previous in scouting far down on the peninsula. This conclusion is the more apparent, as he landed about 300 men at Dutch Town, just below the point at which the company was engaged in scouting the day previous. This company, however, I am informed by Captain [E. S.] Rugeley, made their escape by passing in boats to Matagorda. Nothing is said of their horses, the inference, of course, being that they fell into the enemy's hands. None of the enemy's forces was captured, and we suffered no loss. Several of Colonel Buchel's command were absent from roll call this morning, but are presumed to have straggled.

Communications from Colonel [James] Duff and Colonel [John S.] Ford have been sent forward to you to-day. Nothing later of importance is received from any source.

I am, captain, very respectfully, your obedient servant,

E. P. TURNER,

Assistant Adjutant-General.

Captain WILLIAM ALSTON,
Assistant Adjutant-General.

Report of Colonel Buchel, First Texas Cavalry.

HEADQUARTERS SECOND BRIGADE, SECOND DIVISION,
Camp near P. McNeel's Plantation, December 31, 1863.

SIR: I have the honor to report that on the morning of the 29th instant I received intelligence of the arrival of two or three gunboats near the works being erected at the mouth of the Cany, and of the landing of a force of men 12 miles below the peninsula. I immediately started with the two regiments under my command for the works, on arriving at which I left the left wing of my regiment for its defense and proceeded with the right wing and Brown's regiment down the peninsula for the purpose of saving Captain Henderson's squad of exempts and my scouts, as I had no doubt that these men had been landed with a view to cut them off and capture them. I proceeded in a trot and gallop until I had overtaken the enemy, who were about 300 strong and who had moved down the peninsula from the place of landing about 8 miles. The gunboat which accompanied them awaited our approach about 2 miles below where they had landed, and when within shelling distance she opened on us with shell, rifle shot, and spherical case shot, firing about 200 rounds at us during the afternoon, always in easy range. After overtaking the enemy they took a position behind a marsh and began to make breastworks of the logs which were profusely strewed along the beach, and were soon reinforced by the arrival of two other gunboats. I immediately sent a courier to Williams' place to notify Captain Henderson of my arrival, with orders for him to join me. During five hours I kept the enemy invested in their breastworks until the return of my courier.

As the forces were about equal when we were dismounted, and the enemy were behind a marsh and under the protection of three gunboats, I thought the risk too great and the enterprise too hazardous to attack them in their breastworks, as their capture would not compensate for the loss of life which we must necessarily have sustained.

The courier returned with the report that Captain Henderson and his squad had left in a boat for Matagorda. My scouts, who were also below, have arrived via the peninsula. Captain Henderson has since reported to me in person, and states that he escaped with all his men but lost his horses.

I am happy to state that notwithstanding the heavy firing to which the men were subjected and the volleys of infantry fire at our scouts, only two men were wounded (slightly) and two horses disabled, and that both officers and men behaved with coolness and bravery.

Very respectfully, your obedient servant,

A. BUCHEL,
Colonel, Commanding.

Captain L. G. ALDRICH,
Asst. Adjutant-General, Eastern Subdistrict, Velasco, Tex.

Letter from the Assistant Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, previous to the departure of the former for the West Gulf Squadron.

NAVY DEPARTMENT, *December 30, 1863.*

DEAR ADMIRAL: I was sorry not to have seen you in New York at the *Dictator's* launch. If you will recommend two or three young men as

acting ensigns for special duty on your staff, the Secretary will confirm them, and they need not be sailors, but will act as clerks, and be discharged when that duty terminates. The vessels and officers you wrote for will be sent to you. It is expected that the *Niagara* will go to Hampton Roads on account of the ice, and you can touch there and get some of her crew. Don't forget to write all about Mobile and the number of ironclads you will require for the work. It looks as though the *Onondaga* and *Tecumseh* would not be ready before March. Unless we can ship contrabands and rebels we shall be ashore about men. There are but 49 seamen available at all the ports.

Truly, yours,

G. V. Fox.

Rear-Admiral D. G. FARRAGUT,
Astor House, New York.

Order of the Secretary of the Navy to Rear-Admiral Farragut, U. S. Navy, hastening the departure of the latter in view of information of expected attack upon the Mobile Squadron.

NAVY DEPARTMENT, December 30, 1863.

SIR: I enclose herewith a copy of a telegraphic dispatch, received by General Halleck from General Hurlbut at Memphis, communicating information from a deserter in reference to a movement proposed to be made by the rebel force at Mobile about the 20th proximo to raise the blockade of that port.

This information is such that the Department feels it incumbent to use every exertion to enable you to hasten your departure. You can have from the *Niagara* sufficient men to complete the crew of the *Hartford*, and the Department has so instructed Rear-Admiral Paulding.

Orders were sent to Commodore Bell to direct the *Colorado* to proceed North, but, in view of the rumored attack, you are authorized to retain her so long as you may consider her presence off Mobile necessary.

Very respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Rear-Admiral D. G. FARRAGUT, U. S. Navy,
New York.

[Enclosure.]

MEMPHIS, TENN., December 29, 1863—4:30 p. m.

(Received 1:45 p. m., 31st.)

Deserter just in from Mobile reports that rebels have six vessels, four ironclads, with which Admiral Buchanan proposes to raise the blockade from the 1st to the 20th of January. Chief of these is the *Tennessee*, of twelve ports, six guns mounted, clad with 6-inch iron; makes about 8 knots; the others are slow, not over 5 knots. I think the attempt will be made about that time. I send information as it is, for the Navy Department. Only three regiments at Mobile.

S. A. HURLBUT,
Major-General.

Major-General H. W. HALLECK,
General in Chief.

Order of Commodore Bell, U. S. Navy, to Commodore Thatcher, U. S. Navy, to transfer the command of the Mobile blockade to Captain Jenkins, U. S. Navy.

U. S. S. PENSACOLA,
Off New Orleans, December 30, 1863.

SIR: As soon as the *Port Royal* shall have reported to you, turn over the command of the blockade of Mobile Bay and adjacent waters to Captain Thornton A. Jenkins, U. S. S. *Richmond*, together with all the orders pertaining to the blockade, and proceed in the U. S. S. *Colorado* to the South West Pass, Mississippi River, and report your arrival to me by telegraph, preparatory to your proceeding North in the ship.

You will please have the remaining part of your crew whose services expire after 31st January ready for transfer in exchange for an equal number from the fleet in the river.

I would be glad to see you if you could safely leave your ship in charge of the executive officer.

I am, very respectfully,

H. H. BELL,
Commodore, Commanding Western Gulf Blockdg. Squadron.
Commodore HENRY K. THATCHER,
Commanding U. S. Blockading Forces off Mobile Bar.

Report of Lieutenant-Commander McCann, U. S. Navy, commanding U. S. S. Kennebec, regarding the capture of the steamer Grey Jacket off Mobile, December 31, 1863.

U. S. GUNBOAT KENNEBEC,
Off Mobile Bar, January 2, 1864.

SIR: On the night of the 30th December, ultimo, I discovered a sail running out of Mobile Bay. I got underway and pursued in the direction the vessel was standing. She soon escaped in the darkness and I lost sight of her until the morning of the 31st, when I again discovered her standing to the southward and eastward, attempting to escape from me. I fired a gun across her bow, when she hauled down her colors and hove to.

At about 10 o'clock a. m. I sent a boat on board of her in latitude 29° 34' N., longitude 88° 8' W., 41 miles south of Mobile Bar. I found her to be the steamer *Grey Jacket*, Captain Tim Meaher, bound from Mobile to Havana, with a cargo of cotton, rosin, and turpentine.

I have transmitted all of the papers and writings found on board of her to the district judge at New Orleans. I have transferred to the frigate *Colorado* 23 persons, passengers and crew, found in her, and have sent the captain and chief engineer to New Orleans in the captured vessel.

There was no other vessel in sight or signal distance at the time of the capture.

I transmit herewith a list of officers and men on board this vessel entitled to share in the prize steamer.

I am, very respectfully, your obedient servant,

W. P. McCANN,
Lieutenant-Commander.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commodore Thatcher, U. S. Navy, forwarding the prize steamer Red Jacket, alias Grey Jacket, captured December 31, 1863.

U. S. S. COLORADO,
Off Mobile Bay, January 3, 1864.

SIR: I send to you the Confederate steamer *Red*, alias *Grey Jacket*, captured on the 31st ultimo by gunboat *Kennebec*, of this squadron, after a long chase in a gale and very heavy cross sea. This steamer is loaded with cotton, entirely new, and Lieutenant-Commander McCann, her captain, says that she is one of the most perfect sea boats he ever saw. She will make an excellent gunboat, and at very trifling expense, and I trust may be taken by Government for that purpose. Please inform me what I shall do with 25 prisoners taken from the *Grey Jacket*. Three of them are passengers; the remainder appear to belong to the vessel. I have also 7 persons belonging to the *Marshal J. Smith*, still here; total, 32 men, who are being served with rations. I have had no opportunity to send them North. The master and supposed owner, Meaher, a wealthy and influential man of Mobile, is sent to New Orleans in the prize, as are all the papers to district judge. This is, of course, the steamer of which you recently wrote me as costing \$10,500, to be loaded with cotton.

Half her cargo belongs to the rebel Government.

I am, sir, very respectfully, your obedient servant,

H. K. THATCHER,
Commodore.

Commodore H. H. BELL,
Comdg. Western Gulf Blockading Squadron, New Orleans.

Extracts from private diary of Commodore H. H. Bell, U. S. Navy, 1863—No. 6.

March 16, 1863.—7 p. m., steamer *Honduras*, Captain William Clifford, in the service of the U. S. Quartermaster's Department at New Orleans, arrived from the mouth of the Rio Grande, having on board Lieutenant Temple and 62 Texas volunteers, of Davis's regiment. They came up for assistance, having been to that river for the purpose of bringing off the colonel's family and some 100 refugees. The colonel, Edmund [J.] Davis, First Texas Cavalry, was captured by the Texans at Bagdad, on Mexican soil, Sunday, 15th instant, and carried over the river, and [an] attempt was made to capture Lieutenant-Colonel Stancel, Mr. Shuster, and others, who escaped. That a large party of armed Texans surrounded the commandante's house. About 100 refugees are at Bagdad in a destitute situation, and wanting to get on board the *Honduras*, which vessel wants protection to herself and her boats. Bark *Arthur* being ready to resume the blockade of Aransas, I directed Acting Master T. F. Wade, commanding, to go to the Rio Grande and give the necessary protection to the refugees and steamer in question, being careful not to violate Mexican territory, and also to shell the rebels at the mouth of the river, then resume the blockade. A German in company says he has from good authority that at Brazos Santiago there are 6 guns (2 12-pounders and 4 6-pounders) manned by

60 men. At Brownsville there are from 1,400 to 1,600 men, 6 guns (2 6-pounders, 4 12-pounders), and 6 guns on their way to that post from Fort Ringgold. No guns are at the mouth of the Rio Grande. A small schooner was run in over the bar three days ago, loaded with arms.

March 17.—At daylight *Owasco* not in sight. Sent Lieutenant Mitchell to the steamboat *Honduras* to request them to run down to San Luis Pass to see if the *Owasco* was there, Lieutenant Mitchell to accompany them. The *Honduras* sailed at 8 and returned at 1 p. m. in company with the *Owasco*. 3 p. m., *Sciota* arrived from Sabine; reported that three steamers came out of the river last night and played about on the flats till near daylight and returned into the river. This afternoon Lieutenant Radetski, of the First Texas Cavalry, came on board to request me to send a flag of truce to General Bee at Brownsville to demand the release of Colonel Edmund J. Davis, the colonel of First Texas Cavalry, saying he would bear the flag of truce. He greatly feared his colonel would be hanged. I did not see what I could do in the matter, or how I was to get a flag of truce to Brownsville. It could go only through Mexico to Matamoras and thence across. I did not see that I could do more than I have by sending down the *Arthur*. Observed latterly that nothing larger than a rowboat now passes through the entrance to main channel; all their own steamboats now go round the flats to the northward to get to Pelican Spit. It is probable that the channel is obstructed with torpedoes. Eighty vessels are reported at anchor at the Rio Grande.

March 18.—2:45 a. m., the *Honduras* steamed to the southward and westward.

March 20.—2 p. m., schooner *Rachel Seaman* arrived on blockade [with] orders from admiral for her to get out the guns of *Morning Light*. She can not be spared for that service at this time. Gave orders to Acting Master [Q. A.] Hooper, her commander, to proceed off Pass Cavallo to blockade and send up *Itasca*.

March 21.—Rowboat coming out flying a flag of truce. Sent Lieutenant Mitchell to meet her near the beacon. 1 p. m., Lieutenant Mitchell returned with letter from Colonel Debray, forwarding one traveling bag and bundle, being the property of late Acting Master [W. F.] Monroe, of the *Harriet Lane*, and a package of letters from rebels to their friends. Perused them and finding [nothing] of public interest, I shall destroy them. Many express longing desires for peace. Two of the letters came from French agent Théron.

March 26.—Observed a gun newly planted on eastern angle of fort at Fort Point looking to the bar. Also men busy on the parapet at gateway of same, as if planting a gun there to look down the beach covering the approach. Also on the beach, halfway between Fort Point and New Fort, they are busy constructing a work of some kind of long pieces of timber and sand.

March 27.—11 a. m., steamboat *Honduras* arrived from Rio Grande, having Colonel Davis on board, whom the Texans released upon the earnest remonstrances of the governor of Matamoras, and his threat to close the entry and export of goods. Colonel Davis represents 6 schooners to be fitting at Brazos Santiago; one of them there fitting out for a privateer, and that the Texans had captured off Rio Grande an American schooner and carried her into the river. (Note—All our countrymen trading there are aiding and abetting the rebels. The

U. S. consul is alarmed, fearing an attack from the Texans. Why should they attack? They released Davis by compulsion.) Acting Volunteer Lieutenant Wade, of bark *Arthur*, fears an attack from a river steamer. Is badly damaged by collision, and will come here for repairs. 5 p. m., Colonel Davis having kindly waited for my letters, departed in the *Honduras* for New Orleans, Paymaster Osborn bearing my dispatches.

March 28.—He (captain of the bark *Arthur*) states that Colonel Davis landed 500 stand of arms for the Mexicans. The Texans, hearing of this, became greatly excited, shouted and yelled like frantic people. This is the cause, probably, of the Texan general's writing a threatening letter to the governor of Matamoras. I should have noted yesterday that Colonel Davis requested permission to send two barrels of powder and a quantity of percussion caps to the governor of Matamoras by the *Owasco*, which I spoke of sending down, saying he had promised them. I consented. He said nothing about the arms he had landed. It is suggested that this may be cause of offense to the French. The powder and caps are on board the *Owasco*. The Texans were hauling two 24-pounders down to the mouth of the Rio Grande and were throwing up breastworks there. They also brought over a large river steamer under the Mexican flag, and were putting cotton bales in her for offensive operations. He could not fire at her without the shot passing over the bend of river to the Mexican village.

April 1.—The day fine; got underway and examined the harbor. Saw one steamer and a schooner with a pile driver driving a line of piles from Pelican Island toward the northwest. Three steamers in the harbor, one of them having only one chimney (of large diameter), lying behind the houses on the wharf; her hull could not be seen. She was either the ram *Bayou City* or *Harriet Lane*. Pointed her out to Commander Mullany. Rebels actively engaged on their defenses. Apparently there are but few soldiers. Engines and boilers being in a very dilapidated condition, I decided to leave Commander Mullany in the *Bienville* to take care of the blockade of Texas and go to New Orleans for repairs, leaving on the coast the *Bienville*, *Owasco*, *Itasca*, *Sciota*, *New London*, *Cayuga*, and *Rachel Seaman*. 11:45 p. m., started for New Orleans.

April 2.—6 a. m., made light-house at Sabine and the *New London* anchored. 8:30, got underway, in company with *New London*, and proceeded to Calcasieu, where the *Cayuga* was. Saw nothing at Sabine but two steamers; all quiet there. Captain Read has reports from spies that there are very few soldiers present, all of them from that vicinity having been sent to Galveston to be exchanged for others. More probable that they are sent to the Mississippi. They also report that there are 1,000 or 1,100 men in the swamps near Mermentau, resisting conscription. It is said they will join us if we give them support, and that the occupation of Sabine City by us would be the best *point d'appui*. Vessels drawing not more than 6 or 7 feet go over Sabine Bar. Two small steamers are wanted there to catch the *Bell* and *Ben*.

April 3.—Arrived at South West Pass; attempted to cross the bar, but, grounding, backed off and anchored.

April 7.—6 p. m., proceeded to Pensacola to do necessary repairs upon machinery, etc.

April 8.—5 p. m., anchored off Pensacola navy yard.

April 15.—Reports in circulation via Pensacola, of the attack on and capture of Fort Sumter and of the disabling of some of our iron-clads.

April 22.—5:30, started for Ship Island; 11:10, anchored off Mobile Bar; *Colorado* and ——— gunboats there, viz, ———, *Cuyler*, *Pembina*, *Pinola*, *Kennebec*, *Aroostook*, *Kanawha*, *Pocahontas*. Commodore Goldsborough reported all quiet; no demonstrations by the enemy. Started for Ship Island at 1:20 p. m. 8 p. m., anchored inside of Ship Island.

May 18.—2 p. m., got underway and proceeded to Galveston.

May 20.—8 p. m., anchored (off Sabine).

May 21.—At daylight saw two steamboats, two schooners, and two sloops inside the Sabine. Indications of but few men being at Sabine. 3 p. m., anchored off Galveston Bar. Present, *Bienville*, Commander J. [R.] M. Mullany; *Katahdin*, Lieutenant-Commander Johnson; *Itasca*, Lieutenant-Commander Lewis; *Sciota*, Lieutenant-Commander [E. W.] Henry, and schooner *Forest King*, with coal for the squadron. Inside observed four steamers and two schooners. Forts are greatly increased in their defenses.

May 23.—Fort Point has been casemated during my absence; looks strong and defiant against gunboats, and yet I think it might be easily carried by assault at night. Pelican Spit would then fall, being commanded by Fort Point. A little nearer toward the city another fort of three guns (called Magruder) has been finished; the guns point toward the sea. Still nearer the city, but immediately on the main ship channel, is another fort named Bankhead, mounting three guns. At the north end of the city, near Old Hospital, is another battery of two guns, one pointing to the the seaside, the other upon the harbor. A row of piles is driven across the channel, apparently a foot bridge, extending from Fort Point across the channel to the lower end of Pelican Spit. Ram *Bayou City* every day and night at Pelican Spit, attended sometimes by another steamboat.

May 25.—8:30 a. m., left Commander Mullany, with three gunboats, to conduct the blockade, and I sailed down the coast. 10 p. m., saw two steamboats and a schooner inside. One of the steamboats came up the bay from toward Velasco.

May 26.—12 m., looked into Pass Cavallo; saw two or three sloops inside (underway). Off Aransas Pass. At 4 p. m. one sloop and a small steamer inside.

May 27.—At daylight saw a sloop to the westward. At 8 overhauled the sloop *Blazer*, 17 tons, 39 bales cotton and 4 men, out from Brazos or Velasco four days ago. Left there the 24th at 4 p. m. in company with one sloop and two schooners. No papers on board. Christopher E. Delaney, captain, Frank Luis, and two Germans. Frank Luis, a Portuguese, alone would tell. The *Blazer*, the other sloop, and one schooner were from Galveston and Houston. They came down through West Bay; thence through San Luis Bay and a canal connecting with the River Brazos, where they brought out 7 feet. Luis says Fort Point is built up, first, a frame of 1 foot thick, next sand, then railroad iron, and sand again. Bombproof mounts eight guns. [Fort] Magruder 3, [Fort] Bankhead 3, and Old Hospital 2 guns. The iron casemates there are destroyed. Piles are driven across the channel, and chain cable connects them. One passage there left for steamboats. A large box floats there in the water, which, he says, is a torpedo.

Thinks nothing can pass through there. Pelican Spit has 3 guns. *Bayou City* and *Diana* are the only rams. Bows armed with 1-inch iron and deck barricaded with cotton. *Bayou City* has 60 men on board at all times. *Diana* has 30 men. *Harriet Lane* lies above Red Fish Bar at ——— Bay, having but 4 men on board, her crew having been sent to Berwick Bay some weeks ago. They thought of rigging her and sending her to England, but she carried only ten days' coal, and they did not know what to do. The two coal barks are there also, one aground and the other in Buffalo Bayou. A row of piles is across the bay toward ———, with one narrow opening, to prevent boats from passing. Another row of piles is on north side of bridge, 50 yards distant, to prevent bridge being burned. "The other bridge" proves to be a solid road built out into the West Bay 4 miles from the bridge. Put Mr. [Robert] Beardsley and four men in charge of prize with Luis and Delaney to go to Galveston. Parted company to look after the other runners. Anchored off the Rio Grande.

May 28.—Sunrise. Counted one French frigate (southwest), of 20 guns, and 68 sail to an anchor, and one sloop to the northward under sail. At 7 a. m. got underway in chase. 8 a. m., off Brazos Santiago in 9 fathoms, light-house bearing W. by N. Took possession of sloop *Kate*, from Houston via Velasco, with 13 bales cotton, 7 tons; all her papers found. ——— Miller, half owner and captain, ———, half owner, and Frank Moerer for crew. Hard to say what to do with her. Light-house bearing W. by N., stood into $6\frac{1}{2}$ fathoms within $1\frac{1}{2}$ miles of beach. Saw inside of bay three schooners and two sloops, but no battery. Returned to Rio Grande and anchored. 12:30 p. m., sent Acting Master Pickering ashore with letter to forward to Mr. Pierce, U. S. consul at Matamoras. Not wishing to expose them in the boat to a fire from the battery which is believed to be at the bar, I told him to land, if he could, on the Mexican side and to request the commandant to forward my dispatch, which was done. Mr. P[ickering] was also directed to engage a coast pilot, wanted especially for taking away boats into Brazos Santiago. Mr. P[ickering] reports that there is no battery at Rio Grande; there is one of three guns at Brazos Santiago, and that General Bee went up this morning when we were there. Does not know whether there are any troops; hears they vary from 60 to 200 horsemen at times. A pilot may be had to-morrow at 8 a. m. 1 p. m., was visited by a lieutenant from the French frigate *Montezuma*, Captain Caillet, who has been here for twenty-six days without communicating with either Texans or Mexicans. I could not understand the reason of his lying here. He did not speak English well, and I spoke French badly. An English frigate left here three days ago for Vera Cruz. The name of the French contre-amiral at Vera Cruz is Bosse, in steam frigate *Bellone*.

May 29.—9 a. m., sent Acting Master Pickering to land on the Mexican shore and call on the commandante for a coast pilot and letters from the consul, and to get information. No one knew whether there was a battery or soldiers on the opposite point. They professed to know nothing, except that the last Texan soldier left Brownsville on the morning of the 29th for parts unknown. General Bee was on the point opposite Bagdad. Consul's letter received; reported one or two privateers to have been fitted out from Brazos Santiago. Ran the ships

up there at midnight and anchored. 2 a. m., dispatched Lieutenant-Commander C. Hatfield, Lieutenant A. N. Mitchell, Acting Master Pickering, and Midshipman J. R. Bartlett in the launch, first, second, and third cutters and 87 men, to go into Point Isabel and bring out two schooners and two sloops which we observed to an anchor inside the Brazos and to spike the guns (3) of a battery which I heard was established there somewhere. The boats seized schooner *Star*, 100 tons, deserted, and without cargo or papers, and brought her out; also a fishing scow containing one Simeon L. Holland and son Theodore. They continued on to Point Isabel, and as they approached, the people burned a fine schooner (understood to be the *Relief*, of Chester, Pa.) and a dwelling house containing goods. Shore people also attempted to blow up the light-house, but only blew out its fixtures. Boats found deserted on the wharf near the schooner; a large quantity of brandy, medicines, saltpeter, and tin. The boats took in 12 boxes of medicines, saltpeter, and tin, and several of brandy. They seized a sloop of 100 tons with part cargo assorted, no papers; found English ensign in the cabin. Three men, Louis Obbits, Joseph Johnson, and Peter Stafford, who said the captain left the night before, fearing a capture; that they have been in there three or four weeks. Sloop is *Victoria*, from Jamaica, having cleared at Havana for Matamoras and ran into Point Isabel. They have heard of no privateer fitting out there or being on the coast. In bringing her out she ran aground and was burned. Boats returned about —. Paroled the five persons taken here. Sent the Hollands ashore in their worthless scow, and putting Stafford, Obbits, Johnson, Peter Miller, Henry Fortman, Frank Moerer, John Lang, Henry Rabb, (the five latter taken in the sloop *Kate*) on board the sloop *Kate*, with two days' provisions and water, sent them into Brazos Santiago, deeming this the most economical manner of disposing of them. Every man took his own private luggage after it had been overhauled. The boats brought with them the dead body of John Newman, seaman, who was killed by a rifle ball from a musket in the hands of ——— Kelly; shot was unintentional.

June 1.—Saw in the river at Velasco one steamer and one schooner. A newly built fort on Quintana side, without guns, and 100 tents adjacent, but no soldiers, the morning being clear, and not more than four or five men on the fort. On the Velasco side the battery is not so prominent; situated near the water and to the south of the white house with colonnades, some 40 or 50 men were assembled there in the rear of the fort, apparently unarmed; saw no guns. I think no soldiers are there. 12 m. anchored off Galveston. The enemy have been active during my absence, enlarging the south battery, sea side, and have put up two faces, one to command on the south approach, the other to the northeast approach. Fort Point, Fort Magruder, and Fort Bankhead have risen to great importance and strength.

June 6.—McCarty, refugee, informed me that he was on board a newly built ram, side-wheel, at Houston, two months ago; had cotton packed inside; was low in the water, very sharp, plated on the bows about 30 feet and had one chimney. Is sure of it. Saw no guns, but saw the cotton packing.

June 8.—10 a. m., H. B. M. S. *Styx*, three days from New Orleans, arrived and anchored to the eastward of me. The *Katahdin* and *Itasca* stood out to meet her as she approached. Three miles distant they rounded to, the *Katahdin* passing under her stern and the *Styx*,

flying British blue flag, appeared to keep on without stopping her wheels. I remarked to the officer of the deck, M. W. Sanders, ensign, that the gunboats kept very wide of the stranger, and that they could not speak her in that way. As she approached I sent Lieutenant Mitchell to board her and ascertain her character and business, and to tell her to anchor about a half mile outside of me; she anchored about a quarter mile. As the boat approached her she stopped her wheels till boarded and then came in slowly. The *Katahdin* having come in ahead of her, Lieutenant-Commander Johnson came on board and said he had been treated discourteously by the captain of the *Styx*, not heaving to for him to speak him, but that he kept on without "slowing." I replied that he should have fired his blank cartridge and rounded to ahead to have signified his intention. He said he recognized the vessel, having recently seen her in New Orleans. 10:30, Captain [W. J.] Ward, of the *Styx*, visited me, to say he wanted to confer with the British consul. I pointed out the beacon on the flats, telling him to send his boat there, displaying a white flag and his ensign, and the forts would send out a boat to meet him; that it is probable the main channel is obstructed. I remarked to him that in approaching our blockades he would avoid difficulty, by slowing his engines and allowing the gunboats to speak him. He said that he did not know that they wanted to speak him to-day; that the gunboat passed astern of him, and the *Styx* being very slow he did not stop her. I returned Captain Ward's call in the afternoon and he returned to the subject of his own accord, saying the gunboats kept so wide of him, he did not think they wanted to speak him, otherwise he should have stopped; that when he appeared off Mobile Commodore Hitchcock's gunboats ran slap up to him. As we had not given the usual signal of a blank cartridge, it was no fault of his, and the subject was dropped. Captain Johnson, after conferring with the court, wrote me a letter about what he called the "discourtesy" of the *Styx*. I replied in accordance with the above. 11 a. m., *Styx's* boat went to beacon, and making a signal, a boat came out from the forts; they met and returned to their places, the *Styx* during this time flying British red at the fore.

June 9.—A sailboat came out flying white flag and a British red ensign. Boat from *Styx* met her near the beacon, and, receiving an individual into her, returned to the *Styx*, flying the red in the bow. The shore boat beat about the flats for about two hours, when a boat from the *Styx* conveyed an individual to her and they separated. Shortly after an officer came from the *Styx* bearing Captain Ward's compliments, saying he is rather unwell to-day, but thanked me for my civilities and offered to take any letters from me to Havana, where he was going directly. 4 p. m., he sailed.

June 20.—Fort Point hoisted white flag and sent out a sailing sloop under white flag. At 1 p. m. sent Lieutenant Mitchell under white flag to meet her, with orders to receive neither individuals nor letters except official. 3 p. m., Lieutenant Mitchell, having met the rebel boat, received a package of letters (some official, and all from United States prisoners in Texas). The sloop returned ashore. Lieutenant Mitchell states that there was no recognized officer in charge of the boat or flag of truce, all of them in the boat being apparently rough sailor men. I observe by date of the letters (latest), viz, June 7 and 12, that all of the United States prisoners have been sent from

Houston to Huntsville, Tex. Most of the letters dated April 1 and April 20.

June 21.—8 a. m., white flag reported flying over Fort Point and sloop coming out flying the same. Shortly after, received a report of white flag being hauled down and boat going back.

June 23.—Outside bar buoy washed away and lies on the beach in the city. Quite a loss, considering the extensive shoals off the city. Sunset, a sail in sight; signaled *Sciota* to chase. Weather thick and cloudy. Sail soon out of sight, standing to the east. *Sciota* last seen bearing S. by E.

June 24.—Daylight, *Sciota* to anchor 2 miles distant. 3 p. m., schooner *Sea Drift*, British (alias *Defiance*), prize to the *Itasca*, came in and anchored, and shortly parted her cable. Gave her the end of a hawser from this ship, to which she rode. At 6 p. m. the *Itasca* anchored near me.

June 25.—Prize schooner *Sea Drift*, alias *Defiance*, was taken 15 miles S. by W. from Pass Cavallo light-house about noon. She had neither log nor reckoning, nor track laid down, nor letter of instructions. She cleared from Havana for Matamoros, and was found standing in for Pass Cavallo, 130 miles distant from the Rio Grande, bearing S. by W. $\frac{1}{2}$ W. Assorted cargo, also 1,048 pounds lead, horsemen's boots and spurs, percussion caps, powder, and bird shot. Captain Lewis seized her and sent her to Key West for adjudication.

June 28.—12 m., the *Circassian* anchored close by; had provisions on board. Captain Eaton delivered me a letter from Commodore Morris, dated April 1, 1863, enclosing one from Major-General Banks to Major-General J. B. Magruder, C. S. Army, Houston, Tex., with instructions to send it ashore by flag of truce and bring an answer. 1 p. m., hoisted a white flag at the fore and sent Lieutenant A. N. Mitchell in a boat to the beacon with the aforesaid letter. The boat having waited there until 6 p. m., returned to the ship, when we hauled down flag of truce.

June 29.—9 a. m., observed white flag over Fort Point and boat (sail) coming out under another. Hoisted white flag at the fore and sent Lieutenant A. N. Mitchell with another, bearing the letters referred to. The boats met and separated at the beacon. Lieutenant Mitchell observing no badge of officer to distinguish any of the other party, asked if any of them was an officer, and being informed that they were civilians Lieutenant Mitchell said he expected to be met by an officer of equal rank with himself. To this the other replied, "They are too few," and was there checked by his companion, meaning to say, doubtless, that there are very few officers left, though he named Colonel Cook as commanding. The men about the forts are not numerous, and yet they keep quite large parties at work upon the forts, strengthening and enlarging them. Thursday observed that they have mounted the fifth gun on Fort Magruder, 3 on Fort Bankhead, and 4 on South-side Fort. Fort Point has ironclad casemates, one pointing to the northward and eastward, another to the northward, and the others (number not known) point on to the main ship channel in the direction of Pelican Spit. They are not visible from the sea; 50 or 100 men have been observed since Friday, 26th, working on and renovating the fort on Pelican Spit.

July 4.—12 m. Watched for men at the forts; saw very few; none in a body greater than five or six. Large gang at work reforming the

fort, using the timber of the barrack there for that purpose. Steam ram *Diana* in attendance.

July 7.—A formidable looking ram, having one smokestack, looking like the *Bayou City*, came down the bay and took station at Pelican Spit. We observed three other steamboats behind the city, one of them having only one chimney; keeps her hull carefully out of sight. She has been down for a few days. Is she not the new ram of which I had information on the 6th May? Judging from the size of her chimney she can not have great power.

July 11.—10 a. m., *Sciota* returned from Tampico. Lieutenant-Commander Henry badly burned face and hands by a schooner on fire, and Lieutenant [F. O.] Davenport accidentally wounded himself with rifle, ball passing through kneejoint and fracturing left arm above the elbow. Consultation of assistant surgeons decided upon amputation, and did it. Nothing particular to report from Tampico. Consul reported four Confederate schooners as having been there since December last; that the authorities seized two United States vessels and confiscated [them]; referred to the United States minister. The French are in the City of Mexico and are getting up an expedition against Tampico; consul wants protection. Lieutenant Davenport wanting good nursing and tranquillity, and *Sciota's* machinery wanting repairs, she started for New Orleans at 8 p. m. to put Mr. Davenport in hospital. *Sciota* ran ashore and burned two schooners and two sloops loaded with cotton. Heard nothing of privateers on her cruise. 8 p. m., sent *Katahdin* to cruise to the southward until Monday, 13th, the *Sciota* having reported four sailing vessels inside of San Luis Pass.

July 12.—7 a. m., officer of the deck, Acting Master Lyman Wells, reported seeing about 200 troops marching, with muskets, from Fort Point toward Galveston. Shortly after their arrival in the city a steamboat departed and went up the bay. Ram *Bayou City* at Pelican Spit.

July 13.—11 a. m. [*Katahdin*] brought up prize schooner *Excelsior* with 2 bales of cotton captured near San Luis Pass, going to Rio Brazos. Lieutenant-Commander Johnson sent her to New Orleans.

July 18.—8 p. m., arrived U. S. steam screw *Antona*, from New Orleans, with orders from the admiral to cruise on the coast as far as Rio Grande, Charles T. Chase, acting master, commanding. She brought down news of the glorious success of our armies in Pennsylvania and capture of Vicksburg and Port Hudson, with thousands of troops and all their guns. In fine, the blows given the rebellion, North and South, are staggering; they can never rally effectively again. Admiral informs me that he is going North. Admiral A. H. Foote, the Christian admiral, is dead.

July 20.—5:30, reported to me that the ram at the Spit was standing over to Bolivar Point. Shortly after that she lowered and dispatched a boat out with a white flag and fired a gun. Went on deck and saw ram heading this way with little motion, lying inside of Fort Point. Three shots from Fort Point across the line of light-house from us. The boat from ram keeping on the other shore, pulling vigorously. She finally overhauled another boat, took men out of her, and pulled back. In the meantime I made signal to the *Bienville* to protect boat, viz, No. 136. She, anticipating the signal, was underway and standing in toward the boats approaching her. She fired three or four shots at the ram, falling short a half mile by our observation, and the

ram steamed back to the spit. 10 a. m., observed white flag at Fort Point and on sloop boat coming out. Hoisted a white flag at the fore and at 11 sent Lieutenant Mitchell to meet the boat at beacon. Lieutenant Mitchell returned; brought two letters; one for A. Piaget, consul of Switzerland at New Orleans, the other to myself, from Colonel Debray, commanding in Galveston, requesting leave for two young ladies to join their parents in the United States. Some other letters from United States prisoners and others were presented, but I had given orders not to receive private letters, and they were not accepted. One of the boat's crews was told that the incident of the morning was an attempt of five negroes to escape. Moreover, that General Lee was in Philadelphia by this time. Our later advices soon put the long face on them. Major [O. M.] Watkins, connected with the ram attacks here and at Sabine, was in the boat, and, I infer, for observation. Latterly I observe a bright light every night at Pelican Spit. My guns are loaded with solid shot and we are on the qui vive for low, invisible rams stealing upon us in darkness.

July 24.—Fort at Pelican Spit nearly complete; is of three guns, casemated and prepared with heavy vertical timbers for taking iron plates. They sweep from Fort Point to the wreck of the *Westfield*, about 180 degrees, bearing directly upon the main ship channel and its approaches, distant from turning buoy 2,000 yards. Up to that point they have a raking fire, while Fort Point has a broadside fire; also Fort Bankhead, 3 guns, and Pelican Spit becomes a broadside fire. After crossing the bar, Fort Magruder and Fort Point, at the distance of $1\frac{1}{2}$ to $1\frac{5}{8}$ miles, having a broadside fire till the turn buoy for a space of $2\frac{3}{8}$ miles in a circle; then a raking fire through 1 mile from the spit. Next from the turning buoy a raking fire from Fort Point and Fort Bankhead through $1\frac{1}{2}$ miles. Outer channel varies in width from two-eighths to three-eighths of a sea mile, or 500 to 800 yards. Inner channel and harbor is nowhere more than 260 yards wide; the bar at the turning buoy being $10\frac{1}{2}$ feet for three-fourths of a mile, between Pelican Spit and Fort Point. Dismounted one gun on Fort Magruder this morning, probably to put into Pelican Fort.

January 25.—11 a. m. dispatched the *Katahdin* to report to the admiral at New Orleans the condition of the *Bienville*, and to request a relief for her. *Katahdin* to pass by Sabine and to send the *Owasco* down.

July 27.—5 a. m., the *Antona* arrived in charge of Acting Master Spiro V. Bennis, executive officer, who reported that Acting Master Charles T. Chase, his commander, went on shore at Bagdad in citizen's clothes and was captured by the Texans. The captain took with him the list of suspected vessels, blockade runners. The officer's verbal report was as follows: When Captain Chase was going on shore he told him if he did not come off to send a boat ashore for him next afternoon, and next afternoon again (Sunday), and again Monday, and if he wanted to refer to the descriptive list of blockade runners to go to Aransas, — miles distant, and take a copy from Captain [F. S.] Hill of the [*W. G.*] *Anderson*. He went on shore at 11:35 a. m. and sent the boat back to the ship. Captain Chase did not go into Bagdad or see the commandante, but kept outside of the village and, sending his dispatches by some one to the consul at Matamoras. He started to return to the ship in a private boat, called *Margarita*, which was on the Mexican shore, and, in beating out, some 20 or 30 Texans, with

rifles, appeared on the Texas point of the river and, hailing, threatened to fire into the boat if they did not go ashore to them. The channel there is about 40 yards wide and lies close on to the Texan side. They then made Chase a prisoner and sent him to Brownsville. There were present at the anchorage British steamers *Sir William Peel*, *Edward Hawkins*, *Gladiator*, *Celt*, and ———, and twenty sailing vessels; no man-of-war. The merchant captains thought it was intended to fit out the *Sir William Peel* as a privateer. Ordered Acting Master Thomas Pickering to the command of the *Antona*, he being the senior acting master present, and as capable as any. Necessary to detain the *Antona* two days for repairs.

July 28.—9 a. m., arrived the *New London*, Lieutenant-Commander Edward E. Potter, for blockade service. She brought orders for Acting Master Thomas Pickering to go North. Admiral going home in a few days.

July 29.—Detached Acting Master Pickering and ordered Acting Volunteer Lieutenant W. D. Roath from the *New London* to command the *Antona*. *Antona* reported in very bad condition as to cleanliness and discipline.

July 31.—*Albatross* brought me orders to go in her to New Orleans, to command the West Gulf Blockading Squadron in the absence of the admiral and Commodore Morris, going North temporarily. Appointed Acting Master Lyman Wells to command the *Antona*, in place of Acting Volunteer Lieutenant Roath, who requested a medical survey. Directed Commander Mullany to take command of the Texas blockade until he shall be superseded, and send a gunboat to the Rio Grande to look after the *Sir William Peel* and other steamers lying there. At 12 meridian, went on board the *Albatross* with Mr. Vail, my clerk, and started to join the *Pensacola* at New Orleans.

Abstract log of the U. S. S. Hartford, Captain Palmer, U. S. Navy, commanding.

March 16, 1863.—At 5.30 a. m. got underway and steamed up river in charge of the pilot. At 7 a. m. on account of the fog came to anchor. At 7.30 two men came on board and reported themselves as belonging to the original crew of the *Queen of the West*, having escaped from her on her capture, and been concealed in the woods since. At 11.50 a. m. anchored opposite the mouth of Red River.

March 17.—From 4 to 8 a. m. steaming up river. From 4 to 6 p. m.: Sent second and third cutters in charge of Lieutenant Watson to cut telegraph wires near Natchez. At 5:30 came to anchor off Natchez. From 6 to 8 p. m.: Sent a communication on shore under a flag of truce.

March 18.—At 5 a. m. got underway and steamed up river. Got aground and backed off. At 9 preparing ship to prevent enemy's steamers from coming alongside. From 4 to 6 p. m.: At work on boarding nettings. Smoke of steamers ahead.

March 19.—At 5 a. m. got underway. At 6:40 a. m., in passing Grand Gulf, a battery opened fire on us, which was immediately returned by the starboard rifle and battery. Steaming past under a brisk fire and engaging batteries while in range. At 7:08 out of range, loaded starboard guns with 3-second shell. Charles Sweeny, ordinary

seaman, and Dennis Driscoll, landsman, killed. From 8 to meridian: Steaming up the river. Crew employed securing sheet chain to port lower yard arms. At 5:45 p. m. called all hands to bury the dead.

March 20.—From 8 to midnight: The mortar vessels above Vicksburg fired a few shots during the watch.

March 21.—From 4 to 8 a. m.: Rebel pickets seen on starboard beam. Loaded starboard battery with 15-second shell. Put breast-works around the wheel. At 9 a. m. got underway, went to quarters, and steamed up the river a short distance. Fired the Sawyer gun in the direction of some earthworks on the right bank. A fog coming on, we anchored at 9:25 in 7 fathoms water, with 22 fathoms on port chain. Heard occasional reports from the direction of Vicksburg.

March 22.—From midnight to 4 a. m.: The wharf boat on fire, drifted down the river and out of sight. At 3 a. m. a light was seen passing along the left bank and afterwards the ship was hailed in that direction; the *Albatross* got underway and went after it. Mortars firing in the direction of Vicksburg. At 10 a. m. the *Albatross* got underway and shelled the casemates at Warrenton, receiving in return a brisk fire from musketry and fieldpieces. At 11 *Albatross* came up and anchored ahead.

March 23.—At 10 a. m. beat to quarters and loaded the port battery with 10-second shell. At 11:15 a. m. called all hands up anchor. Beat to general quarters. Steamed down past Warrenton, firing the port battery into the casemates, but receiving no return. Came to anchor below Warrenton in 7 fathoms water. Rainy, with breezes from the east.

March 25.—At 5:15 a. m. heard heavy firing up the river in the direction of Vicksburg, which continued until 6 a. m. At 6:10 got underway and steamed up the river. Beat to quarters and shelled the rebel earthworks at Warrenton, the rebels returning our fire with rifled fieldpieces and musketry. At 7:15 passed the batteries and discovered ahead the U. S. rams *Switzerland* and *Lancaster*, both having just passed the batteries at Vicksburg. The former vessel received a shot through her boilers and the latter sunk from injuries received in the action. At 7:30 came to with starboard anchor. From 6 to 8 p. m.: Rear-Admiral's clerk, Loyall Farragut, was detached from this ship.

March 26.—From meridian to 4 p. m.: Major-General Grant came on board.

March 28.—At 4:40 a. m. got underway and stood down. As we neared Warrenton, fired several shots into the casemate batteries. The enemy fired several times and shot away our stream chain in two places. From meridian to 4 p. m.: Finished repairing damage done to chain by shots from batteries at Warrenton. From 6 to 8 p. m.: Heavy rain with thunder and lightning. At 10:15 p. m. a gale came up from the northward and lasted until 11:30. Swamped and broke adrift the fourth cutter.

March 29.—At 12:45 a. m. a steamer reported coming down the river. At 12:50 a. m. called all hands to quarters and cast loose both batteries for action. At 1:05 the steamer drifted past us and went ashore on our starboard quarter. Weather squally. At 3 p. m. saw three men making their way in the direction of the steamer *Vicksburg* under cover of the levee. Fired three guns in that direction and at 3:30 manned and armed the second and third cutters and sent to the steamer. From 4 to 6 p. m.: Boats returned from the steamer *Vicksburg*.

March 31.—At 4 a. m. the rebels burned the steamer *Vicksburg*. At 4:20 a. m. ram *Switzerland* came down and continued on. At 6 got underway, standing down the river in charge of the pilot. From 8 to meridian: At 9 came to with starboard chain. Sent boat in charge of Mr. Tyson to get information in regard to steamer *Indianola*. At 6 p. m. made signal to get underway and at 6:15 steamed down the river. The ram *Switzerland* took her place ahead, the *Albatross* being next. As the ram neared Grand Gulf, at twenty-five minutes of 8 p. m., the batteries opened fire on her and immediately after on the *Albatross*. Opened on us at 7:40, which we immediately returned. The engagement lasted fifteen minutes. At 8 p. m. called all hands to bring ship to anchor.

April 1.—At 5:30 a. m. steaming down the river in charge of the pilot. Steamers *Albatross* and *Switzerland* got underway at same time, following us. From meridian to 4 p. m.: Lay to until 11:50, while the *Switzerland* destroyed two flatboats in [St.] Catherine's Bend. At 6:15 p. m. came to anchor off the mouth of Red River. *Albatross* anchored ahead of us, the ram *Switzerland* on port bow.

April 2.—At 9:30 a. m. sent Ensign Read in charge of boats and buried the body of William Jones, landsman, on the plantation of Colonel Acklin, opposite mouth of Red River.

April 6.—At 4:30 a. m. proceeded slowly down river, in company with the *Albatross* and the ram *Switzerland*. Slowed down several times to keep company with the other vessels. At 9:30 a. m. came off Bayou Sara. Sent second and third cutters ashore and destroyed a quantity of corn which the rebels had stored for their use. Destroyed some flatboats on our way down. At 2:20 came to anchor about 5 miles above Port Hudson. From 4 to 6 p. m. the *Albatross* threw some shot and shell in the woods on the west bank, where some men were seen to land, who came from the batteries below. At 7:15 p. m. fired three guns at intervals of two minutes each and afterwards threw up three rockets with the same intervals. Several lights reported on the banks of the rivers, but could not make them out. Supposed to be rebel signals.

April 7.—From 12 to 4 a. m.: At anchor above Port Hudson. At 1:25 p. m. heard the report of two guns from down the river. Saw the smoke of a steamer. At 1:45 fired a blank cartridge from IX-inch gun on poop; no reply. At 8 p. m. Mr. Gabaudan, the admiral's secretary, accompanied by a contraband, left the ship in a skiff, intending to communicate with the vessels below if possible. At 10:20 p. m. observed two rockets, supposed to be thrown by the fleet below Port Hudson. Several lights reported, but could not make them out. At 8:30 sent two contrabands in a skiff with dispatches for the lower fleet.

April 8.—From 4 to 8 a. m. stood up the river. At 8:30 anchored off Pointe Coupée. At 4:15 p. m. steaming up river, *Albatross* and *Switzerland* in company. From 6 to 8 p. m.: Came to anchor off Texas Landing.

April 9.—At 5:20 a. m. stood up the river. At 11:30 a. m. saw two rebel steamers up near Red River. Fired our forward rifle gun. Captured the rebel steamer *J. D. Clarke*; the other escaped, being out of range. At 12:30 p. m. came to anchor off the mouth of Red River. Received on board 3 prisoners from the steamer *J. D. Clarke*, viz, Major Howell, a Confederate officer, and two engineers of the steamer. Sent third cutter with carpenter's gang to cut down the

trees on the point between us and the mouth of Red River. From 4 to 6 p. m.: Sent two paroled prisoners to the *Albatross*. The *Albatross* got underway and went up the river.

April 10.—At 10 a. m. stood down the river. Came to anchor at 11. From meridian to 4 p. m.: Took the machinery out of the steamer *J. D. Clarke* and scuttled her.

April 11.—At 10 a. m. the *Albatross* got underway and steamed up the river. At 2:30 p. m. the *Albatross* returned from Fort Adams, after making a reconnoissance. From 4 to 6 p. m.: Called No. 9 gun's crew to quarters, leveled the gun, and fired a 5-second shell to the distance of 5°.

April 15.—At 9:05 a. m. passed Bayou Sara. At 10 came to above Port Hudson. Fired two guns to attract the attention of the lower fleet. At 10:30 lookout aloft reported signals from the masthead of a large ship below Port Hudson. At 11:20 fired a signal gun. From 6 to 8 p. m.: The admiral's secretary, Mr. Gabaudan, returned on board from the lower fleet, in company with some army officers and Ensign Swann, of the *Richmond*.

April 16.—From meridian to 4 p. m.: Firing heard down the river. At 4:10 p. m. made signal to the *Albatross*, when she ceased firing and steamed up to us. At 5:20 p. m. standing up the river in charge of the pilot, *Albatross* and ram *Switzerland* astern of us. At 7:10 came to anchor above Bayou Sara.

April 17.—In charge of pilot steaming up river; clear and pleasant. At 5:40 p. m. came to anchor. Smoke of a steamer seen up Red River. Sent picket boat up Red River in charge of Third Assistant Engineer A. K. Fulton.

April 23.—At 11 a. m. came to anchor above Bayou Sara and destroyed a large flatboat. *Albatross* passed down to Bayou Sara and destroyed a quantity of sugar. At 2 p. m. came to anchor 5 miles above Port Hudson.

April 24.—At 10 a. m. the *Albatross* and ram got underway and went over to the other side of the river to receive a party which they telegraphed from below as having started across the point. At 11:40 the ram and *Albatross* commenced firing in the wood on the point. From meridian to 4 p. m.: Receiving and sending telegrams to the *Richmond*; the ram and *Albatross* shelling the point of woods opposite Port Hudson in order to clear a way for our mail. At 2:30 p. m. the *Albatross* returned with our mail in charge of Acting Ensign Swann, of the *Richmond*. At 3 p. m. sent mail and 13 contrabands down below Port Hudson. From 4 to 6 p. m.: The *Albatross* and *Switzerland* shelling the woods below on the right bank. At 5 got underway and proceeded up the river, followed by the *Switzerland* and *Albatross*. At 7:30 came to anchor off Pointe Coupée. Sent second cutter ashore. *Albatross* anchored astern; also the ram. Two rebel soldiers, prisoners, who were captured on the point opposite Port Hudson, were sent on board. From 8 to midnight: Sent the prisoners on board the *Albatross*.

April 25.—At 5 a. m. got underway and steamed up river. At 7:30 slowed down off Morgan's Point and ordered the ram and *Albatross* to stop and destroy Morgan's sugarhouse and sugar, being informed that he supplied the rebel Government. At 1:10 p. m. came to anchor off the mouth of Red River.

May 4.—At 1:40 a. m. made a light ahead; beat to quarters. The light proved to be the *Benton*, together with the *Lafayette*, *Pittsburg*, *General Price*, ram *Switzerland*, and tugboat *Ivy*, all from Grand Gulf. Signalized the vessels and communicated with Admiral Porter. From meridian to 4 p. m.: Called for 30 volunteers to go on board the *Benton* and *Pittsburg* for the Red River expedition. Sent 20 men to the *Benton* and 10 to the *Pittsburg* for temporary service. At 3 p. m. Admiral Porter's fleet, consisting of the *Benton* (flagship), *Lafayette*, *Pittsburg*, *General Price*, and *Ivy*, got underway and steamed up Red River, the ram *Switzerland* leading. From 4 to 6 p. m.: Called all hands to bury the dead. Read funeral service over remains of J. D. Barnes, fireman; sent same ashore for burial. At 5 p. m. received the remains of I. B. Hamilton, pilot, who was sent on board the *Albatross* and went up Red River, where he was killed in action between the rebel gunboats and the *Albatross*. At 6:15 the *Sachem* arrived from New Orleans.

May 5.—At 6:30 a. m. sent a party on shore to inter remains of Pilot Hamilton, about 1,000 yards below Colonel Acklin's [Ackland?] house, mouth of Red River. At 8 a. m. got underway and steamed down river, followed by the *Albatross* and *Sachem*. At 11 saw a flatboat crossing the river at Bayou Sara with 2 hogsheads of sugar on board. Fired the forward rifle gun to bring her to. Sent second cutter, towed her alongside, and made her fast. From meridian to 4 p. m.: Steamers *Albatross* and *Sachem* went to the opposite shore and fired several shots and burned two buildings. From 6 to 8 p. m.: Paroled the 2 prisoners taken on the flatboat and sent them and 6 negroes aboard the *Albatross* to be landed at Bayou Sara.

May 8.—At 4:40 a. m. the following officers left the ship, on board the *Sachem*, for passage to New Orleans: Rear-Admiral D. G. Farragut, Fleet Captain T. A. Jenkins, Fleet Surgeon J. M. Foltz, Rear-Admiral's Secretary E. C. Gabaudan, Fleet Captain's Clerk E. A. Palmer, and Lieutenant S. M. Eaton, U. S. Army Signal Corps. Sent also two soldiers belonging to the Signal Corps to the *Sachem*. At 5 the *Sachem* proceeded up the river.

May 9.—At 10:10 p. m. heard very heavy firing from the southward and eastward. Heard the last report at 11:20.

May 10.—At a few minutes of 4 a. m. heavy firing commenced to S. E. From 4 to 8 a. m.: Very heavy firing heard down river; continued from 4 to 6:15 a. m. From 6 to 8 p. m.: Saw smoke up Red River at 5:45; it disappeared at 7:30. Firing commenced down river at 11:55 p. m.

May 11.—From 4 to 6 p. m.: Admiral Porter came down Red River.

May 12.—At 12:45 a. m. heard firing down river; ceased at 1:15 a. m. At 4:20 p. m. the ironclad gunboat *Pittsburg*, from Black River, came down and anchored ahead of us. Ten of the volunteers who went on the expedition up Red River returned on board from the *Pittsburg* with bag and hammock. At 7:35 p. m. the ironclad *Benton* came down Red River. From 8 to midnight: Received from the *Benton* all the men sent to her for temporary service.

May 13.—At 1:55 a. m. firing commenced to the southward and continued until 3 a. m. At daylight the gunboat *Benton*, with the *General Price* and tug *Ivy* towing, went up the river. From meridian to 4 p. m.: A steam tug came down the Red River with dispatches for Admiral D. D. Porter; gave her some coal, after which she steamed

up the Mississippi River. The *Albatross* got underway and steamed up the Red River.

May 16.—At 9 a. m. Commodore Palmer, Paymaster Meredith, and the commodore's clerk, Mr. Thomas, left the ship to go up Red River in the *Sachem*. At 11:25 p. m. heard firing in the direction of Port Hudson.

May 19.—Midnight to 4 a. m.: Heard heavy firing in the direction of Port Hudson.

May 21.—Firing down the river from 2:30 to 3:30 a. m. From meridian to 4 p. m.: Infantry, cavalry, and artillery passing down the west bank, and at 4 two steamboats loaded with troops arrived. At 5:30 p. m. the *Sachem*, with Commodore Palmer and General Banks, came down Red River.

May 22.—At 5 a. m. got underway and stood down river. At 8:15 a. m. came to anchor off Bayou Sara, *Pittsburg*, *Albatross*, *Sachem*, and *Estrella* at anchor near by. At 8:40 General Banks and General Andrews came on board. At 10 got underway and started down the river. At 11 anchored above Port Hudson. Sent signal officer aloft to communicate with the *Richmond*. Fired No. 12 gun to attract the attention of the lower fleet. At 5 p. m. stood down river. At 6:30 came to anchor off Bayou Sara. Transports *St. Maurice*, *St. Charles*, *Empire Parish*, and *General Banks* came down river; also gunboat *Arizona*.

May 23.—From midnight to 4 a. m.: Two steamers came down the river. At 3 the mortar schooners opened a heavy fire on the batteries at Port Hudson. From 4 to 8 a. m.: A steamer loaded with cavalry went alongside the landing. From 8 to midnight heavy firing heard at Port Hudson.

May 24.—From 4 to 8 a. m. transports passing up and down, cavalry and infantry landing. At 8:30 got underway and steamed down river. At 9:30 rounded to above Port Hudson and fired a shell from the Sawyer gun into the rebel batteries. At 9:40 came to anchor. Received from the *Albatross* 5 rebel prisoners captured on the point opposite Port Hudson. Firing heard during the watch in the vicinity of Port Hudson. Received from the *Albatross* a rebel signal officer and 2 men. Sent them back to the *Albatross*. From meridian to 4 p. m.: Heavy firing heard in the rear of Port Hudson. The mortar vessels below engaged the rebel batteries from 2:30 to 4 p. m. From 4 to 6 p. m.: Strong northerly breezes. Heavy cannonading between our lower fleet and the rebel batteries at Port Hudson; also firing between the army and rebel fortifications. At 6:30 p. m. received mail from the fleet below Port Hudson.

May 25.—From 4 to 8 a. m.: Heard musket firing in rear of Port Hudson during the watch. Sent Lieutenant Watson across the point to communicate with the lower fleet. At 11 a. m. the steamer *Bee* came down and communicated with us. From meridian to 4 a. m.: Sent 14 rebel prisoners in charge of Lieutenant Higbee, U. S. Marine Corps, with 14 marines, to Bayou Sara. The lower fleet shelling Port Hudson. From 4 to 6 p. m. firing heard at Port Hudson. At 8:30 p. m. steamer *Empire Parish* came down river, bringing back Lieutenant Higbee and 14 marines. At 11:40 p. m. beat to general quarters.

May 26.—From midnight to 4 a. m.: Engaged in shelling the woods around the batteries around Port Hudson from 12 to 1:40 a. m.

Remainder of the watch calm and clear. *Albatross* also participated in shelling.

May 26.—At 4:45 a. m. beat to general quarters. Heavy firing in the rear of Port Hudson. Shelled the woods near the rebel fortifications. Mortars of the lower fleet shelling the rebel earthworks. Got underway and dropped down to our old anchorage near the point opposite Port Hudson and came to with starboard anchor and 30 fathoms chain. From 8 to meridian: Sent third cutter to land Mr. Watson, who is going across the point to take the mail for the North and dispatches for the admiral. Occasional firing near Port Hudson. Meridian to 4 p. m. occasional firing from the batteries at Port Hudson and our mortar boats. From 6 to 8 p. m.: A large fire burning at Port Hudson. Sent second cutter ashore, armed, in charge of an officer for our messenger. From 8 to midnight: Large fire in Port Hudson. The mortars of the lower fleet bombarding the rebel fortifications near Port Hudson.

May 27.—Midnight to 4 a. m.: Calm and clear. Mortar fleet bombarding Port Hudson until 4 a. m. From 1:30 to 2:15 several volleys of musketry heard at Port Hudson, and also at 4 a. m. From 4 to 8 a. m.: Irregular firing all along the line at Port Hudson until 5:45, when it became heavy cannonading on the left and running along toward the right. At 7:05 got underway and dropped down the river within long range of the rebel batteries. Fired the Parrott rifle and Sawyer gun a number of times, but without effect. Received dispatches from General Banks by the steamer *Bee*. At 8:20 retired from action in obedience to signal from the admiral. Firing very heavy on shore. At 8:25 came to anchor. From 8 to meridian: Artillery firing in rear of Port Hudson during the watch. Meridian to 4 p. m. heavy cannonading between the rebel fortifications and our army. From 6 to 8 p. m. heavy firing at Port Hudson, musketry and great guns. From 8 to midnight: Occasional firing during the watch heard at Port Hudson.

May 28.—At 2 a. m. heard heavy fire of musketry and artillery in rear of Port Hudson. From 4 to 8 a. m.: Heavy firing of musketry and artillery in rear of Port Hudson. The lower fleet also engaged the batteries. From 8 to meridian: Mortars of lower fleet shelling Port Hudson. At intervals firing of artillery in rear of Port Hudson. At 9 p. m. the *Louisiana Belle* came down the river with dispatches. Several guns were fired from Port Hudson inland. At 11:10 the mortars opened fire on the lower batteries.

May 29.—From midnight to 4 a. m.: Slight firing over at Port Hudson. Clear and pleasant. From 4 to 8 a. m.: Musketry heard during the watch at Port Hudson. From 8 to meridian occasional firing heard at Port Hudson. At 3:45 p. m. the mortar fleet opened fire on the batteries at Port Hudson. From 6 to 8 p. m.: Musketry firing near Port Hudson. From 8 to midnight: Light musketry heard at Port Hudson and an occasional gun. The mortars commenced firing at 11:40; heard a few muskets on right bank.

May 30.—From midnight to 4 a. m.: Firing from the mortars during the watch. From 8 to meridian: Heard the report of several large guns during the watch. From 8 p. m. to midnight: At 11:15 p. m. the mortar fleet commenced firing on Port Hudson.

May 31.—Commences and until 4 a. m. firing from the mortar boats. From meridian to 4 p. m. occasional shots fired from the rebel

batteries. From 4 to 6 p. m.: At 4:30 p. m. the mortar fleet opened fire on the rebel batteries at Port Hudson.

June 1.—Midnight to 4 a. m.: The bombers commenced and continued bombarding Port Hudson until 3 a. m., when firing ceased. A few volleys of musketry were heard. The rebels replied by firing inland occasionally with two great guns. At 9 a. m. steamer *Empire Parish* came down the river; sent 8 prisoners on board; placed 3 under sentry's charge and paroled the rest. From meridian to 4 p. m.: Mortars fired several shots at the batteries. From 8 p. m. to midnight mortars firing during the watch.

June 2.—Midnight to 4 a. m.: Mortars fired a few shots during first part of watch. From 4 to 8 a. m.: Sent 7 rebel prisoners ashore, to be taken across the point to lower fleet. From 8 to meridian: Heavy firing in rear of Port Hudson. From meridian to 4 p. m.: A few volleys of musketry fired at Port Hudson. From 4 to 6 p. m.: Occasional shots heard at Port Hudson. Fired forward rifle Parrott up the river. At 7 p. m. Chief Engineer Kimball left the ship on leave of absence. At 1:10 p. m. the mortars commenced firing and the upper batteries at Port Hudson opened fire inland.

June 3.—Midnight to 4 a. m.: At 2 a. m. the mortars of the lower fleet ceased firing. From 9 a. m. to 6 p. m.: Firing heard in the vicinity of Port Hudson and between the armies. From 8 to midnight: Mortars commenced about 9 p. m.; continued firing during the watch. Three of the enemy's guns fired inland about every five minutes, from before 9 p. m. up to 11 p. m. Musketry was heard in the rear of Port Hudson and two rockets went up in that direction.

June 4.—Firing heard at Port Hudson.

June 5.—Firing at Port Hudson from 12 to 1:30 a. m. From 8 to meridian: Bombers commenced at 9:45 and continued bombarding Port Hudson until 11:30. Meridian to 4 p. m.: Firing heard at Port Hudson. From 6 to 8 p. m.: Mortar boats firing at the rebel batteries during the watch.

June 6.—Midnight to 4 a. m.: Bombers operating from 1:25 to 4 a. m. From 8 to meridian: Artillery firing in rear of Port Hudson. From meridian to 4 p. m.: Heard artillery firing in rear of Port Hudson. 8 to midnight: Occasional guns heard at Port Hudson.

June 7.—From 4 to 8 a. m.: Artillery firing heard during the watch. Meridian to 4 a. m.: Musketry heard occasionally at Port Hudson. From 8 to midnight: A rocket was sent up from batteries at Port Hudson.

June 8.—At 1:30 a. m. mortars of lower fleet commenced firing. From 8 to midnight: The light of a fire seen to northward and firing of great guns heard at Port Hudson.

June 9.—Midnight to 4 a. m.: Mortars firing from 1:30 to 4 a. m. From 8 to meridian: A cavalry detachment made a reconnoissance to the left bank of land. Heavy artillery firing in rear of Port Hudson. From meridian to 4 p. m.: The mortars of lower fleet firing. Firing heard at Port Hudson during the watch. From 6 to 8 p. m.: Firing heard at Port Hudson during the watch. 8 to midnight: Occasional shots fired in the direction of Port Hudson. At 10 p. m. mortar fleet commenced firing.

June 10.—Midnight to 4 a. m.: Mortar vessels firing during the watch; also artillery in the rear of Port Hudson. From 4 to 8 a. m.: Mortars of lower fleet firing. From 8 to meridian: Great guns fired

in and in the rear of Port Hudson. Meridian to 4 p. m.: Firing heard at Port Hudson during the watch. From 4 to 6 p. m.: Occasional artillery firing at Port Hudson. From 6 to 8 p. m.: Firing in the rear of Port Hudson. From 8 to midnight: Mortars of the army shelling Port Hudson.

June 11.—Rain until 4 a. m. Started fires; got up steam. Bombarding Port Hudson with the army and navy mortars and the same with guns in the rear. Mortar boats commenced firing and continued so during the watch. From 4 to 8 a. m.: Heavy firing at Port Hudson during the watch; also heavy rain. From meridian to 4 p. m.: Heavy artillery firing heard in the rear of Port Hudson. From 4 to 6 p. m.: Firing of heavy musketry and great guns heard from the army of Port Hudson. Raining very hard. From 8 to midnight: Firing heard at Port Hudson.

June 12.—At 1:30 a. m. the *Laurel Hill* came down from Natchez with dispatches. Occasional artillery firing. Navy and army mortars bombarding Port Hudson. Rebels answer with a large rifle. From 4 to 8 a. m.: Heavy musketry and artillery firing in the rear of Port Hudson during the watch. From 8 to meridian: Firing in the rear of Port Hudson heard at intervals. Meridian to 6 p. m.: Firing back of Port Hudson. From 8 to midnight: Artillery firing in the rear of Port Hudson. At 11:20 p. m. the mortars opened fire on the batteries.

June 13.—Midnight to 4 a. m.: At intervals, first two hours, heavy firing of musketry in rear of Port Hudson. Firing of great guns at intervals, two of the rebel guns replying. The mortars of the lower fleet firing. A fire down by the lower fleet. From 4 to 8 a. m. and 8 to meridian: Heavy firing at Port Hudson; some musketry heard during the watch. At 4:30 p. m. batteries ceased firing. From 4 to 6 p. m.: The mortars of the lower fleet firing; the rebels replying with their upper batteries. From 6 to midnight: Firing at Port Hudson. Mortar boats opened at 11:10 p. m. and continued during the watch.

June 14.—From 8 to meridian: Artillery and musketry firing in rear of Port Hudson. Meridian to 4 p. m. and 4 to 6 p. m.: Mortars bombarding and great guns in rear of Port Hudson firing. From 8 to midnight: Artillery and mortars firing at Port Hudson. At — the navy mortars opened and continued throughout the watch at intervals of five minutes.

June 15.—From midnight to 4 a. m.: The mortars of the navy and army firing into Port Hudson. At 2:45 a. m. the mortars of the lower fleet ceased bombarding. Latter part of the watch brisk firing of musketry, the rebels replying with two guns. Guns heard at Port Hudson throughout the day. At 9:15 p. m. General Banks' transports came down the river. The bombardment of Port Hudson still going on.

June 16.—From midnight to 4 a. m.: Mortars of the lower fleet bombarding the batteries during the watch. The rebels not replying. From 4 to 8 a. m.: Brisk firing of musketry the first part of the watch. From 8 to meridian: Saw the smoke of something burning in the vicinity of the upper Port Hudson batteries. Continual reports of musketry and some artillery and great guns at Port Hudson. From meridian to 4 p. m.: The *Bee* came down with dispatches from Lieutenant-Commander Cooke. From 4 to 6 p. m.: Artillery and musketry firing in rear of Port Hudson. From 6 to 8 p. m.: Firing in rear of Port Hudson at intervals. From 8 to midnight: Steamer

(*General Banks*) went up river with dispatches to steamer *Sachem*. Mortars opened fire at 11:30 p. m. and continued until 12.

June 17.—Midnight to 4 a. m.: Mortars of the lower fleet firing at intervals during watch. From 4 to 8 a. m.: The steamer *Sachem* came down and anchored ahead of the *Albatross*. Several buildings on the left bank were burned. Heard artillery and musketry firing in the rear of Port Hudson. From 8 to meridian: Firing heard at intervals in rear of Port Hudson. Meridian to 4 p. m.: Chief Engineer Kimball returned on board. From 8 to midnight: The steamer *Bee* came down with dispatches. Two rockets were sent up from Port Hudson. Musketry and occasional artillery firing heard in rear of Port Hudson.

June 18.—From midnight to 4 a. m.: Mortars of lower fleet bombarding the rebel batteries. At 2:30 ceased firing. Occasional shots fired in the rear of Port Hudson. From 4 to 8 a. m.: Light firing of musketry heard during first hour and some artillery the last half hour of watch. Meridian to 4 p. m.: Heard artillery firing in the rear of Port Hudson.

June 19.—From 8 to meridian: Mr. Watson and Mr. Eaton went across to the lower fleet. Meridian to 4 p. m.: Artillery firing in the rear of Port Hudson. From 8 to midnight: Occasional firing at Port Hudson.

June 20.—Midnight to 4 a. m.: A slight firing of musketry in rear of Port Hudson. From 4 to 8 a. m.: Steamer *Bee* came down from Bayou Sara, bringing dispatches to Commodore Palmer. From 8 to meridian: The signal officer receiving and sending messages to our army in rear of Port Hudson. From 4 to 6 p. m.: Brisk artillery firing heard in rear of Port Hudson, the rebels replying with two guns. From 6 to 8 p. m.: Occasional firing of great guns in rear of Port Hudson. From 8 to midnight: Mortars of the army firing into Port Hudson and the enemy replying.

June 21.—Midnight to 4 a. m.: Heavy fire of musketry going on at Port Hudson. From 8 to meridian: Artillery firing in rear of Port Hudson. Meridian to 4 p. m.: Slight firing of musketry and artillery during the watch. From 8 to midnight: At 9:30 p. m. heard the report of a large gun in rear of Port Hudson. At 11 heard another. No other firing heard during the watch.

June 22.—Midnight to 4 a. m.: Several guns fired in rear of Port Hudson during the watch. From 4 to 8 a. m.: Firing of musketry and artillery in rear of Port Hudson. From 8 to midnight: An occasional gun at Port Hudson.

June 23.—From midnight to 4 a. m.: An occasional gun heard at Port Hudson. From 4 to 8 a. m.: Last hour of watch artillery firing heard at Port Hudson. From 8 to 12 meridian: Occasional great guns fired in rear of Port Hudson. From 6 to 8 p. m.: Firing at Port Hudson.

June 24.—From midnight to 4 a. m.: At times a large and very strange appearing fire inland, to southward and westward. From 4 to 8 a. m.: Guns heard occasionally at Port Hudson. From 8 to midnight: Occasionally artillery firing in rear of Port Hudson.

June 25.—Midnight to 4 a. m.: Slight firing of artillery and musketry in rear of Port Hudson. From meridian to 4 p. m.: Heard artillery firing in rear of Port Hudson.

June 26.—From meridian to 4 p. m.: Heavy firing heard at Port Hudson. From 4 to 6 p. m.: Heavy firing at Port Hudson. From

6 to 8 p. m.: Firing in rear of Port Hudson, the rebels replying with their guns. From 8 to midnight: Moderate firing of mortars and great guns on Port Hudson, enemy replying.

June 27.—Midnight to 4 a. m.: Cannonading going on at Port Hudson. From 4 to 8 a. m.: Artillery firing in the rear of Port Hudson. From 8 to meridian: Artillery firing near Port Hudson. From 4 to 6 p. m.: Firing going on at Port Hudson. From 6 to 8 p. m.: Firing at Port Hudson. From 8 to midnight: Occasional guns fired in rear of Port Hudson.

June 28.—Midnight to 4 a. m.: Occasional firing at Port Hudson by the army mortars and great guns. From 4 to 8 a. m.: Firing heard at Port Hudson. From 8 to meridian: Firing in rear of Port Hudson. Meridian to 4 p. m.: At 12:45 p. m. sent Mr. Meredith to General Banks' headquarters with dispatches. At 1 p. m. an orderly came on board from the general's headquarters. At 2:15 p. m. the *Bee* came down from Bayou Sara with dispatches and three soldiers of Seventy-fifth Regiment of New York Volunteers who were arrested at St. Francisville. They were put under sentry's charge. Our battery on the left bank bombarding the citadel all the watch. From 4 to 6 p. m.: Firing of great guns in rear of Port Hudson. From 8 to midnight: Artillery firing in rear of Port Hudson.

June 29.—Midnight to 4 a. m.: Mortars and batteries of the army firing from the rear into Port Hudson, the rebels not replying. From 4 to 8 a. m.: Lieutenant Higbee, with a corporal, went to the army in charge of 3 prisoners of the Seventy-fifth Regiment of New York Volunteers. Occasional firing of great guns by the lower batteries on Port Hudson. From 8 to meridian: The bombardment of Port Hudson going on. Meridian to 4 p. m.: Several guns were fired in rear of Port Hudson during the watch. From 4 to midnight: The bombardment of Port Hudson going on.

June 30.—Midnight to 4 a. m.: Brisk firing in rear of Port Hudson. Meridian to 8 p. m.: Firing going on in rear of Port Hudson.

July 1.—From midnight to 8 a. m.: Firing at Port Hudson. From 8 to meridian: Firing of artillery in rear of Port Hudson. The rebel guns along the river firing. Meridian to 4 p. m.: Lower battery firing slowly but steadily during the watch. Rebels did not reply. From 4 to midnight: Occasional firing in rear of Port Hudson.

July 2.—From 11 a. m. to 12 meridian the heavy guns at Port Hudson engaged our batteries on the point. Meridian to 4 p. m.: Heavy guns firing in rear of Port Hudson, rebel batteries replying. From 4 to 6 p. m.: Firing at Port Hudson. From 8 to midnight: All quiet at Port Hudson.

July 3.—A few guns fired in rear of Port Hudson during the watch. From 4 to 8 a. m.: Transferred to the U. S. naval battery in rear of Port Hudson ammunition. From 8 to meridian: Chief Engineer James B. Kimball left the ship, being ordered North. Meridian to 4 p. m.: Heavy guns were fired during the watch on the right of our forces. From 4 to 8 p. m.: Occasional firing in the rear of Port Hudson. From 8 to midnight: Firing going on at Port Hudson.

July 4.—Midnight to 4 a. m.: Occasional musketry and artillery firing in rear of Port Hudson. From 4 to 8 a. m.: Firing in rear of Port Hudson. From 8 to meridian: Batteries opened on our batteries on the point, which returned the fire. Batteries in rear opened on Port Hudson first part of watch. Meridian to 4 p. m.: Firing going

on at Port Hudson. Received on board 3 prisoners sent from our forces on the point opposite Port Hudson. From 4 to 6 p. m.: Put 2 negroes, prisoners (suspected of outrages), in double irons. Lively artillery fighting at Port Hudson. From 6 to 8 p. m.: Occasional firing in rear of Port Hudson. From 8 to midnight: Gunboat *Arizona* arrived from Vicksburg, having on board Colonel Smith, with dispatches from General Grant to General Banks.

July 5.—From 8 to meridian: Occasional guns fired at Port Hudson.

July 6.—From 8 to meridian: Firing at Port Hudson. From 4 to 6 p. m.: U. S. batteries opening on Port Hudson, which returned the fire. From 6 to 8 p. m.: Engaged in refitting rigging that had been damaged in action. From 8 to midnight: Made a steamer's light up river.

July 7.—From midnight to 4 a. m.: The light reported the previous watch proved to be the steamer *Bee*, bringing the news of the fall of Vicksburg; also that the steamer *General Price* was aground off Pointe Coupée. Sent the steamers *Laurel Hill* and *Empire Parish* to pull her off. From 4 to 8 a. m.: Steamers *General Price* and *Empire Parish* arrived from up river. Lieutenant Watson started for General Banks' headquarters and Ensign Hazeltine for the lower fleet to inform them of the surrender of Vicksburg. From 12 to 1:30 p. m. heavy cannonading at Port Hudson on our right and left wings.

July 8.—At 8:45 a. m. an orderly came on board with dispatches from General Banks to the commodore. At 9 a. m. started fires as did all the transports. At 9:30 the *Louisiana Belle* started for Bayou Sara. From 6 to 8 p. m.: The army at Port Hudson signalized to us; answered them. Paymaster Meredith returned on board from New Orleans.

July 9.—At 12:45 a. m. received dispatches from General Banks. At 1 ordered the transports to get underway and report at Mt. Pleasant Landing. Colonel Smith came on board as bearer of dispatches from General Banks, with orders to report for passage for Vicksburg. At 3:30 a. m. the transports went down the river. At 9 came to anchor above Port Hudson on account of crank pin becoming heated. At 10 got underway and stood down past Port Hudson. At 10:10 the army firing a salute when the American flag was raised over the place. At 10:45 a. m. came to anchor below Port Hudson.

July 10.—At 6 a. m. got underway and steamed up to Port Hudson batteries. From 8 to meridian: General Banks visited the ship. Left at 1 p. m. Called all hands to cheer ship. At 2:45 p. m. got underway and started down the river, *Albatross* and *Estrella* in company with us. At 3 passed the *Winona*, with dispatches for commodore and Captain Jenkins. Sent the *Albatross* after those for the commodore and received them about 4 p. m. At 5:30 p. m. came to anchor off Baton Rouge. From 6 to midnight engaged building barricades around poop, etc.

July 11.—Steaming down the river. At 9:30 a. m. anchored off Donaldsonville. At 10:50 a. m. went to quarters and prepared for action. Fired the forward Parrott rifle at the different points as we passed. Fired the broadside guns at embrasures cut in the levee. From meridian to 4 p. m.: Steaming down the river in charge of the pilot. Passed the *Monongahela* and ironclad *Essex* at anchor. Cheered ship. Steamers *Albatross* and *Estrella* in company. From 4 to 6 p. m.: Passed the sloop of war *Portsmouth* at anchor off Carrollton. At 6:30

p. m. passed the *Pensacola*; rounded to, and at 6:35 the *Pensacola* and *Tennessee* cheered ship, which we returned. At 6:40 came to anchor astern of the *Pensacola*.

August 1.—At 9:30 a. m. the U. S. gunboat *Black Hawk*, with Admiral D. D. Porter on board, came down the river, accompanied by the gunboat *Conestoga*. As they passed they fired a salute of fourteen guns, which the U. S. ship *Portsmouth* returned, and we cheered ship. Admiral Porter visited the ship and was received by the marine guard. From 6 to 8 p. m.: Called all hands up anchor, hove up port anchor, steamed up the river and turned round. Was cheered as we passed the fleet, which we returned; stood down the river in charge of the pilot.

August 12.—At 1 p. m. came to off the navy yard, New York.

August 15.—At 8 a. m. the French ensign was displayed at the *North Carolina's* fore and a salute fired in honor of the birthday of the Emperor. At 11 a. m. hoisted the French ensign at the fore. The U. S. S. *Miantonomah* was launched at the navy yard.

Abstract log of the U. S. S. Essex, Commander C. H. B. Caldwell, U. S. Navy, commanding.

Sunday, May 4, 1863.—Off Profit Island.

Monday, May 5.—At 7:45 a. m. rebel steamer came down the river under a flag of truce and landed under the batteries of Port Hudson. At 8:20 steamer *Iberville* came up the river with flag of truce. 9:30 rebel steamer *Starlight* came down river and went alongside of the *Iberville*. At 11 *Starlight* went up river and *Iberville* went down river.

Thursday, May 8.—Below Port Hudson. Clear, with light breeze N. W. 12:20 a. m. steamer *Sallie Robinson* went down river. At 2 all mortar schooners were in line. 2:30 mortars opened fire on the rebel batteries; at same time we opened with our forward battery and 12-pound howitzer. 2:35 Mr. Parker went with 16 men on shore, set fire to the fence and brushwood, cut down some trees, captured a bale of cotton, and destroyed a picket station. Mr. Parker returned at 3:30. During action we fired 36 rounds. 4:30 ceased firing. 11 a. m. made signal for mortar boats to commence firing.

Friday, May 9.—Below Port Hudson. Calm and clear. Mortars ceased firing at 12:30. Fired 1 round from our battery. 9:30 a. m. *Ida* commenced towing mortar boats into position. 9:50 got up anchor and moved up closer to the batteries. 10 came to anchor. 10:30 mortar boats commenced firing to get range. 12:30 tug *Ida* went down river. At 2 U. S. S. *Richmond* steamed up under our port quarter and commenced firing from her bow rifled guns at the batteries. At 3:30 *Richmond* ceased firing and dropped down to her old anchorage. 10 p. m. mortars commenced shelling the batteries.

Sunday, May 10.—1 a. m. tug *Ida* came up river, having in tow barkentine *Horace Beals*. At 3:45 made signal for the mortar fleet to commence firing. Commenced firing from mortars at 3:52 a. m. From 4 to 8 a. m.: Clear and calm. Mortars shelling the rebel batteries. At 4:25 rebels opened fire on us with rifled guns. Immediately called all hands to quarters and opened on them with our forward battery. At 5:05 *Richmond* got underway and came up alongside.

At 5:15 *Richmond* opened with her two forward rifles. At 5:50 *Richmond* fired her starboard broadside. All ceased firing at 6:15. Last part of watch rebels at work on their earthworks, repairing, etc. At 12 midnight mortars opened fire on batteries. 1 ceased firing and commenced to shift their position. Got up anchor and drifted down to an anchorage below. At 10 a. m. steamer *Iberville* came up and landed a load of prisoners on the point ahead of us. At 10:30 rebel steamer *Starlight* came down the river and took on board the prisoners.

Tuesday, May 12.—Below Port Hudson. At 1 a. m. opened fire on the batteries with our forward guns. Mortars opened at the same time. At 2 ceased firing. We fired 9 rounds.

Wednesday, May 13.—At 2 a. m. mortar boats opened fire on the rebel batteries. At 3 mortars ceased. From meridian to 4 p. m.: Fired one shell at some men on the bluff and several at the house on the right of the bluff. At 11 p. m. mortars commenced firing; ceased at 12.

Thursday, May 14.—At 12:10 p. m. U. S. S. *Genesee* came up. At 3 p. m. came astern and opened on batteries with her 100-pounder rifle. At 4:30 ceased firing, got underway, and stood down and anchored abreast of the *Richmond*.

Friday, May 15.—From midnight to 4 a. m.: Mortars commenced firing and ceased at 2. At 9 p. m. tug *Ida* came alongside with Colonel Grierson and Lieutenant-Colonel Prince, of the Seventh Illinois Cavalry, Lieutenant-Commander Terry, of the *Richmond*, and Captain [John L.] Swift, of General Grover's staff. At 9:20 mortars opened fire on the batteries; ceased at 10:20. The *Ida* with the above-named gentlemen on board left for the *Richmond*.

Saturday, May 16.—From 8 to midnight: Mortars opened at 11; ceased at 11:40.

Sunday, May 17.—From 4 to 6 p. m. At 5:10 opened fire on the rebel batteries from our forward guns; mortars firing to get range. At 6:15 ceased firing. *Genesee* came up and made fast to bank; commenced firing at the rebel batteries with her forward rifle gun. At 7:30 cast off from the bank and came to anchor astern of the *Essex*.

Monday, May 18.—At 11:45 a. m. U. S. S. *Monongahela*, bearing the admiral's flag, came up river. At 5 p. m. the *Monongahela* went down the river. At 5:40 *Genesee* dropped down to the *Richmond*.

May 18, 19, 21.—Mortars firing at night on the rebel batteries.

Friday, May 22.—From 3 to 6 p. m. transports landing troops at Springfield landing. From 8 to midnight: Rebels fired two guns from the batteries and a fire broke out on the west bank of the river opposite the batteries.

Saturday, May 23.—At 3 a. m. mortars opened; 3:30 ceased firing. At 2:30 p. m. Captain Alden came on board; 3:10 left ship. 3:40 got underway and steamed over the river to see range of mortars. 3:55 mortars commenced firing; ceased 4:45. Steamed back to our old anchorage. 6 flagship *Monongahela* anchored. 10:35 mortars opened fire on batteries; 11:35 ceased firing. Fired several rounds from our forward battery.

Sunday, May 24.—At 3:10 a. m. rebels beat the long roll. From 8 to meridian: Heard occasional firing in the rear of the batteries. 2:10 p. m. got underway and steamed up opposite the Green Bluff, commenced firing on the rebel batteries; were in action two hours;

were struck six times, damage small. Thomas Bourne (quartermaster), D. O. Lacey [or D. O'Leary], Frederick Phillips, Spencer Drake, Harry Chain, seamen, slightly wounded. At 4:30 dropped out of action and anchored at our old place from which we started. At 8:30 tug commenced towing two mortar boats into position.

Monday, May 25.—From midnight to 4 a. m. heard firing in the rear of Port Hudson and saw the flashes of guns. At 9 got underway and anchored about 200 yards farther up the river. Flagship made signal. Steamer *Antona* arrived. Officer arrived from the army and reported having established a line of pickets from Bayou Sara road to the river. At 2 a detachment of cavalry arrived at the top of the lower battery, a detachment of which came on board. At 3 troops returned; heard heavy firing in direction of upper batteries. From 8 to midnight: Tug *Ida* towed mortar schooners about 200 yards farther up the river. 9 heard a volley of musketry in rear of Port Hudson. From 11 to 12 heard artillery in same direction.

Tuesday, May 26.—At 12 midnight *Hartford* opened fire from above the batteries, 1:30 ceased. Heard heavy firing in the rear of batteries at intervals. From 4 to 8 a. m.: Heard firing from the *Hartford*. 6:10 mortars opened to get the range; 6:30 ceased firing. Meridian to 4 p. m.: Fired several shell and shrapnel at rebel works, *Genesee* and *O. H. Lee* firing at same time. Heavy shots fired to northward. 4 to 8 p. m.: Heavy artillery firing in rear of batteries at intervals. 10 p. m. mortars commenced firing one shell every five minutes. Occasional shots heard in the rear of rebel batteries.

Wednesday, May 27.—Mortars continued bombardment until 4 a. m., when they ceased. Heard occasional firing. At 6 a. m. got underway, called all hands to quarters, and steamed up toward the batteries. From 8 to meridian: Commenced firing at the batteries, gradually nearing them. When up as far as the Green Bluff dropped down out of action. From 4 to 6 p. m.: Heavy firing in rear of batteries. At 6 flagship made signal, got underway. Hove up anchor and went up river. 7:30 tug *Ida* came alongside, and we dropped down to our old anchorage. From 8 to midnight: Rebels were firing toward the *Hartford* about once in thirty minutes during the watch.

Thursday, May 28.—At 6:15 a. m. discovered that the rebels had mounted two guns in their main work; opened fire upon them; mortars also opened. The rebels returned the fire. Nobody hurt. We were struck several times. The remainder of the fleet dropped down out of range. At 7, our shell being out, we ceased firing. From 8 to meridian: Rebels firing occasional shot from their guns. Sent launch and cutter on board the *Richmond* after ammunition. Boats brought on board 100 IX-inch shell and powder. At 10 rebels ceased firing. At 11:45 gunboat *Kineo* came up the river. From meridian to 4 p. m.: Carpenters and blacksmiths repairing damage. At 7:10 heard musketry in rear of enemy's works. Musketry continued until 8:45 p. m. with occasional discharge of artillery. At 11 mortar boats opened on the batteries, firing one shell every five minutes.

Friday, May 29.—Mortars firing at intervals of five minutes. At 12:50 (midnight) rebels opened on us with rifled guns, firing at every flash of the mortars. 3:10 a. m. dropped down out of range, mortar schooners dropping at same time. 5:50 heard firing from the upper batteries, which continued during the watch. From 8 to meridian: Scattered discharges of musketry and artillery in rear of enemy's

works. Admiral Farragut visited the ship. Meridian to 4 p. m.: Mortars opened on batteries. Gunboat *Kineo* came up and went down. Put under arrest Mr. Charles Burt, third assistant engineer, by order of Captain Caldwell, for using seditious language. 11:15 p. m. *Monongahela* hoisted two red lights at the fore. 11:30 mortars opened fire.

Saturday, May 30.—Mortars firing. At 12 (midnight) rebels return the fire. 1 a. m. rebels ceased firing. From 4 to 8 a. m.: Heavy musketry fire in rear of the batteries. From meridian to 4 p. m.: Heard occasional shots in rear of enemy's works. 11 p. m. mortars commenced firing. Rebels shelling the woods.

Sunday, May 31.—Mortars continued firing at intervals of five minutes until 3 a. m., when they ceased. At 4:45 p. m. mortars opened fire on rebel batteries. We fired several shots from our 50-pounder rifles. At 5:15 rebels commenced returning the fire. *Monongahela*, *Richmond*, and *Genesee* opened with rifled guns. At 6 *Richmond* made signal. 6:10 ceased firing on both sides. At 10:30 p. m. flag-ship *Monongahela* dropped down abreast of the *Richmond*.

Monday, June 1.—At 12 (midnight) mortars opened and continued firing at intervals of five minutes until 3 a. m. The enemy fired during this time 15 shot in three different defections, viz, up river and to the rear of the works, left and right. At 1:10 p. m. rebels opened fire from upper battery. 1:10 *Richmond* opened fire; 2:10 ceased firing. *Genesee* commenced firing and continued until 3:15, silencing rebel battery. 2:15 steamer *Antona* went down. 10 p. m. mortars opened fire on rebel batteries, throwing one shell every five minutes.

Tuesday, June 2.—Four mortars continue firing until 1 a. m. 2:45 enemy opened fire from upper battery; 3:30 ceased firing. At 11 p. m. mortars opened fire on the rebel batteries. Rebels firing occasionally and shelling the woods at the right.

Wednesday, June 3.—Mortars continued firing until 2 a. m. The enemy fired 6 shell from the upper batteries in the direction of our armies at 2:45. 2:30 p. m. heard firing in the direction of the army. At 10 p. m. mortars fire, throwing a shell every five minutes. Rebels commenced shelling the woods. *Genesee* opened fire with her rifle. Rebels ceased firing at 11:15; *Genesee* at 11:30.

Thursday, June 4.—Mortars ceased firing at 2 a. m. At 1:15 p. m. steamers *Antona* and *Reliance* came up river. 2:15 steamer *Saunders* came up, went over to opposite side of river, and took on board contrabands. 4 Ensign Shepard went on shore to the naval battery with the following men, composing the IX-inch gun's crew, of the second division: William Lewis (coxswain), William Shea (coxswain), J. M. Leader, Charles Mitchell, William Bruce, P. Sullivan, Charles Muller, Thomas Keefe, Adam Vulgart. and William Seward (seamen). At 7 p. m. received 12-pounder howitzer from the *Richmond* and sent 24-pounder in return. 10 mortars commenced firing at intervals of five minutes.

Friday, June 5.—At 1:10 a. m. mortars ceased firing. At 9:30 a. m. mortars opened on batteries; 11:10 ceased. At 12:10 p. m. General Dwight and staff came on board. At 12:30 went on board the *Richmond* in gig; 2 got underway and came to anchor near the old tree. At 6 p. m. mortars opened fire and ceased at 7.

June 6 and 7.—Mortars fired seven hours.

Monday, June 8.—Musketry at intervals in the direction of Port Hudson. Mortars fired from 1 a. m. to 4 a. m.; from 4 to 6 p. m., heavy artillery firing in the direction of the army.

Tuesday, June 9.—Mortars fired from 1 a. m. to 4 a. m., and opened fire at 10 p. m., firing at intervals of five minutes. Army shelling rebel works.

Wednesday, June 10.—Midnight to 4 a. m.: Mortars firing at intervals of five minutes. Heard occasional firing in rear of batteries. From 8 to midnight: Occasional shell thrown from our army in the rear of the rebel works.

Thursday, June 11.—Mortars fired from 1 to 4:30 a. m. At 10:30 the *Richmond* and *Genesee* opened fire on the rebels with their 100-pounder rifles. 10:45 we opened fire with our 100-pounder rifle. 11:30 ceased firing. From 4 to 6 p. m. heavy firing in and around Port Hudson.

Friday, June 12.—From midnight to 4 a. m.: Heavy firing in direction of the batteries. Mortars firing at intervals of five minutes. At 3 mortars ceased. From 4 to 6 p. m.: *Richmond* and *Genesee* opened fire on batteries; ceased at 5:30. Occasional firing of heavy artillery in rear of batteries. From 8 to midnight: Our army shelling the rebels at intervals. 11, mortars opened fire.

Saturday, June 13.—Midnight to 4 a. m.; Mortars firing at intervals of five minutes. At 3 ceased firing. Heavy firing in rear of batteries. At 11 a. m. flagship hoisted signal No. 5. Got underway; moved up river. Opened fire on the rebels with our forward battery. Mortars and all the fleet firing. 12 (meridian) ceased firing. 12:30 p. m. dropped down and anchored. 2 got underway and stood close to the batteries. *Genesee* came up and anchored. 3:30 p. m. *Genesee* opened fire on batteries, which was returned. Beat to quarters and opened fire on rebels. 5:10 ceased firing. 5:30 mortar boats came up into position and opened fire to get range. 11 p. m. mortars opened fire, one shell every five minutes. 12 (midnight) all mortars opened fire. 10:45 sent a boat on board flagship with dispatches from General Banks. 11 sent a boat on board the flagship with officer of General Banks' staff.

Sunday, June 14.—Mortars ceased firing at 2 a. m. Occasional firing from heavy guns and mortars in rear of enemy's works. 3:15 sharp firing from musketry and artillery. 4 to 8 a. m.: Heavy engagement in progress in direction of the army. 8 a. m. to midnight: Occasional firing in rear of batteries during all this day.

June 16, 17, 18.—Mortars firing as usual. Occasional firing in rear of batteries.

Thursday, June 18.—At 3:45 p. m. *Genesee* opened fire on rebel batteries; ceased firing at 4:15. 4:30 p. m. *Monongahela*, bearing the flag of Rear-Admiral Farragut, went down river. — to 8 p. m. occasional firing in Port Hudson. *Genesee* fired 4 shell from her forward rifle.

Saturday, June 20.—Sharp musketry firing on the right. From 4 to 6 p. m.: *Genesee* and *Richmond* opened fire on batteries; ceased firing at 6 and 6:10, respectively.

June 21-22.—Occasional firing in rear of enemy's works; sharp skirmishing by our army on the left; musketry and artillery firing in rear of batteries and from 8 to midnight of 22d, occasional firing of sharpshooters along the lines of our army.

Wednesday, June 24.—From 8 to midnight: Battery on Green Bluff firing one gun every thirty minutes during the watch.

Friday, June 26.—At 3:30 p. m. opened fire on the rebel batteries. *Richmond*, *Genesee*, and mortar schooners firing at the same time. The Union batteries on shore shelling the rebel works. Rebels replied, keeping up a brisk fire from their large guns. 4 to 6 p. m.: Action going on between the fleet and the rebel batteries. The artillery on shore also engaged. 5:10 a X-inch solid shot passed through our starboard smokestack, down through the deck and coal bunkers, glanced off and went through the galley, through the bulkhead into the water. No one injured. 6:35 ceased firing, opened fire at 6:45 until 7:30, when fleet ceased firing. 8 to midnight: Firing from mortars and artillery of our army on shore.

June 27-30.—Firing and skirmishing between our army and rebels on shore.

July 1.—From 8 to meridian: At 9:45 a. m. got underway and crossed over to west side of the river. Opened fire on rebel batteries with our forward rifle. Rebels replied, doing no damage. 11:30 ceased firing and returned to our old position. From 6 to 8 p. m.: Our battery on west bank of the river shelled rebel works.

Thursday, July 2.—Off Port Hudson. Midnight to 4 a. m., occasional firing by our army on the left. At 6:30 a. m. our batteries on west bank of the river opened fire on rebel batteries. Rebels replied. 7:30 ceased firing on both sides. 9:30 got underway and stood down river, rounded Profit Island and came to anchor off Springfield Landing. 11:45 the U. S. S. *Tennessee* passed by the mouth of the chute, going up river, bearing the flag of Rear-Admiral Farragut. 3:45 p. m. got up anchor, dropped down to southern point of Profit Island, anchored in 2 fathoms water, 10 fathoms chain. 6:30 p. m. steamer *Reliance*, now called the *Hollyhock*, came alongside, bringing on board Commander Robert Townsend, U. S. Navy, ordered to relieve Commander Caldwell, who goes home on leave.

Friday, July 3.—At 5 a. m. got underway and steamed up river. 8 a. m. anchored at our old position near the left bank of the river, below the batteries. 1:10 p. m. steamer *Reliance* came alongside and took on board Commander Caldwell, he being ordered home. Occasional firing along lines of army. 8 to midnight, sharp firing of musketry around the citadel.

Saturday, July 4.—Occasional firing during the day, rebels returning fire.

Sunday, July 5.—Midnight to 4 a. m., occasional firing by skirmishers on the right. 9 a. m. *Monongahela* came up from New Orleans with dispatches for the admiral and for General Banks; anchored near flagship. 11:30 *Monongahela* went down river, returning to New Orleans. Meridian to 4 p. m.: Rebels firing at our batteries, which is replied to by our batteries on west bank. 6:30 p. m. P. Sullivan and C. Chase (seamen) came on board from the naval battery on shore.

Monday, July 6.—From 4 to 8 a. m.: Our batteries on west bank of river shelling rebels; fire replied to by rebels. 8:10 *Genesee* opened fire with her rifle; 9 ceased firing. 9:30 Park, quarter gunner, and Rodgers, seaman, went on shore to naval battery. Battery on west bank of river opened fire; return by rebels.

Tuesday, July 7.—8 to meridian: Received news of the fall of Vicksburg. Meridian to 4 p. m.: At meridian fired 12 guns, being

our portion of 100 guns ordered to be fired by Admiral Farragut in honor of the surrender of Vicksburg. 2, U. S. S. *Tennessee*, bearing the flag of Rear-Admiral Farragut, got underway and went down the river.

Wednesday, July 8.—Midnight to 4 a. m.: Transport *Brown* came up and landed a section of artillery. From 4 to 6 a. m.: Tug *Ida* came up river, bringing Fleet Captain Jenkins. Learned that Commander Abner Read, commanding U. S. S. *Monongahela*, was mortally wounded yesterday while passing the rebel battery opposite White Hall Point (8 or 9 miles below Donaldsonville) on his way up the river from New Orleans. Meridian to 4 p. m.: Received information from General Banks (to Captain Jenkins) that the enemy had this morning proposed to surrender Port Hudson, asking that commissioners might be appointed to meet at 9 o'clock a. m. and agree upon terms. 2:30 p. m., under verbal orders from Admiral Farragut (at Donaldsonville), brought by Captain Jenkins, got underway and went down river. 6:30 came to off Baton Rouge.

Thursday, July 9.—At 5 a. m. got underway, having under convoy steamer *Sallie Robinson* with 300 troops, to reinforce the garrison at Fort Butler, at Donaldsonville. 8:40 came to off Plaquemine; sent a boat on shore and brought on board a contraband, who reported rebels having captured 4 of our troops. Brought forward our IX-inch gun to bear on supposed direction of rebels and fired two shells. 2 p. m. came to anchor off Donaldsonville. 2:30 captain went on board the *Tennessee*, flagship, to report and for orders. 3:30 returned on board. 7:30 p. m. got underway, leaving the U. S. S. *Princess Royal* before Donaldsonville, on board of which was Admiral Farragut, and went down river in company with *Monongahela*, *Tennessee*, and *Kineo*, having as convoy *Sallie Robinson*, having a bark and a schooner in tow, a stern-wheel steamer assisting her. 7:30 fleet engaged a battery on west bank. 8:30 engaged another battery, rebels replying. 9:45 another battery opened on us; we replied. Rebels fired us with musketry all along the west bank of the river. Fleet shelling all the batteries as they passed. 11 came to anchor in Grandview Reach. NOTE.—The upper battery engaged by us this evening was in the bend of the river opposite White Hall Point. The guns were mounted in seven embrasures cut through the levee. The middle battery was in the bend opposite College Point, with five embrasures. The lower battery was in the bend at the head of Grandview Reach, with six embrasures. The times of passing and engaging the batteries were, respectively, about 8:40, 9:45, and 10:40 p. m. We are so slow that we saw no more of the other ships from the opening of the first battery until we anchored.
R. T., Commander.

Friday, July 10.—In Grandview Reach. At 5:40 a. m. an officer of the Army came on board and reported gunboat *New London* (on her way down with dispatches announcing the surrender of Port Hudson) disabled and ashore close under rebel guns at upper battery. 7:20 got underway. *Monongahela* made fast alongside on our starboard side, assisting in towing us, and went up the river. *Tennessee* and *Kineo* went down the river. 7:50 went to quarters for action. From 8 a. m. to 4 p. m.: Clear and warm. Ship underway, going up river. 9, rebel battery on west bank of river opened on us with artillery and musketry. We replied, as did the *Monongahela*. While within range the

action was general. We received no damage. 9:30 opened on some embrasures on west bank; rebels replied; action general. After passing battery came up alongside gunboat *New London*, disabled and aground. *Monongahela* cast off from us, took her in tow, and got her off. We went up and opened fire leisurely on the rebel battery above the *New London*, but received no reply. 2:10 *Monongahela*, with *New London* in tow, made fast to us on our port side and we started down river. As we passed the two lower batteries, rebels opened on us with artillery and musketry. We replied while within range. None of the vessels received any material damage. 3:20 came to anchor in Grandview Reach. *Kineo* took the *New London* in tow and proceeded down the river to New Orleans. 6:30 p. m. got underway and made fast to the *Monongahela* on her port side, to cover her in case of attack. NOTE.—Last night and to-day the *Essex* was struck nine times by the enemy's shot and shell. One penetrated the solid timber of the starboard forward guard, three glanced from her plating on the sides and quarter; the others passed, respectively, through both sides of the wheelhouse, the awning rail, and furled awning, the starboard smokestack, the galley funnel, carrying it away, and the two ventilators forward. The musketry, though sharp, did no particular damage. We expended 27 Parrott 100-pounder rifle shell, 35 IX-inch shell, 33 IX-inch shrapnel, 55 32-pounder shell—in all, 150 shell and shrapnel.

R. T., Commander, U. S. Navy.

Saturday, July 11.—In Grandview Reach. 1:30 p. m. the *Hartford*, *Albatross*, and *Estrella*, which had been above Port Hudson during the siege, came down river and passed on to New Orleans, reporting the guns withdrawn from the batteries above us. 10:30 p. m. the *Winona* came down river bringing Ensign Shepard and gun's crew from naval battery before Port Hudson.

Sunday, July 12.—8:30 a. m. got underway with *Monongahela* towing alongside, conveying steamer *Time and Tide* past batteries which were found abandoned, as reported by the *Hartford*. At 2:45 p. m. came to anchor off Donaldsonville, where the *Princess Royal* was still lying. 11:10 p. m. steamer *St. Mary's* came up the river and went alongside the *Monongahela*. NOTE.—The *St. Mary's* brought up Captain George F. Emmons, U. S. Navy, who took command of the *Monongahela*, and also of the river from Port Hudson to New Orleans. The *Monongahela*, since her former captain, Commander Abner Read, U. S. Navy, was mortally wounded when passing the battery opposite White Hall Point on the 7th instant, has been under the command of her executive officer, Lieutenant-Commander George Dewey. R. T., Commander.

Monday, July 13.—6:15 a. m., sharp skirmishing with artillery and infantry going on about 2 miles back of the fort. 7:45 steamer *Union* came down river and landed at the fort. 8:50 George Hermans, first-class fireman, died on board. Meridian to 4 p. m.: Several transports arrived and landed artillery and baggage wagons.

Tuesday, July 28.—At 8:30 a. m. the *Monongahela* passed down the river. 11:30 the *Princess Royal* got underway and departed for New Orleans, leaving the *Essex* alone of the Gulf Squadron to guard the lower river.

Friday, July 31.—At 5 p. m. the U. S. flagship *Black Hawk*, with Rear-Admiral Porter on board, and the U. S. S. *Conestoga* arrived

from above and landed below the fort. Commander Townsend went on board the flagship to report, and was informed by Admiral Porter that the *Essex* was transferred to the Mississippi Squadron. At about 7 p. m. the *Black Hawk* and *Conestoga* started down river.

Tuesday, August 25.—Off Donaldsonville, La. At 9:44 p. m. steamer *St. Mary's* started down river for New Orleans, having on board Mr. Parker, executive officer, Mr. Heap, chief engineer, and Mr. Slamm, paymaster. NOTE.—The U. S. S. *General Lyon*, one of the supply steamers of the Mississippi Squadron, brought us 100 shell for 100-pounder Parrott rifle and a quantity of purser's stores. By the *General Lyon*, Commander Townsend received from Admiral Porter orders to command, as divisional officer, the First District of the Mississippi Squadron, extending from New Orleans to Donaldsonville.

Thursday, September 3.—At 8:20 p. m. U. S. gunboat *Estrella* came down and anchored astern. Captain [Lieutenant-Commander] Cooke came on board and reported to Commander Townsend. At 9:10 sent boat to the fort to bring off surgeon of post to visit Doctor Terry, who is very sick.

Wednesday, September 23.—At 2 a. m. heard a hail from north bank of river; sent boat to enquire the cause. Men on shore reported Confederate soldiers at Branzier's plantation. Heard one shot at telegraph station and one shot down the river. At 10:45 p. m. hail from north bank of river, reporting guerrillas at telegraph station, in camp. Opened fire from our howitzers and forward and second division guns, and, with intervals of rest, shelled the camp and roads, the guns of Fort Butler shelling the levee at the same time. 11:30 ceased firing. At 12 U. S. S. *Kenwood* came down and made fast alongside.

Thursday, September 24.—At 12:10 a. m. steamer *Starlight* came up river and reported being fired into at White Hall. At 12:15 the *Kenwood* went up river. All quiet on the north bank of the river during the watch.

Extract of journal of the U. S. S. Richmond, Commander Alden, U. S. Navy, commanding.

March 16, 1863.—Mississippi River. At 10 a. m. all hands were called to bury the dead. The three coffins were placed in the port gangway when the funeral services were read by a chaplain who was on board as guest. The coffins were then placed in the boats and taken ashore and interred. An oak board was placed at the head of each grave, with the inscription painted on it with the name and place of birth, age and date of death. An escort of marines, commanded by a corporal, fired three rounds over their graves. The funeral party then returned to the ship after burying the dead. The steamer *Reliance* went down to New Orleans this morning. She took all of the wounded off of the different vessels and the crew and officers of the *Mississippi*. Over 100 of the *Mississippi's* crew are missing; 24 of them are marines. As the steamer shoved off from us we gave three cheers for our lieutenant-commander and three for all the crew of the *Mississippi*. At 10:30 a. m. all hands were called to muster on the quarter-deck. The captain then spoke a few words to the crew and returned his thanks to them for their gallant conduct during our late engagement, for never had men stood a more galling fire than we did on the night of the 14th

of March, although fate had decided against us. After passing all of the batteries and overcoming all the difficulties, we were forced to drift down the river again from whence we started. All of the prisoners who were under court-martial were then relieved. Divine service was held as soon as the captain was done speaking. The chaplain then offered up thanks to God for our providential deliverance from the hands of our enemies during our late engagement. The *Genesee* was sent down the river this afternoon. At 2 p. m. the *Horace Beals*, supply ship for the bombers, arrived here in tow of the tugboat *Ida*. About 3 p. m. a body of horsemen were seen emerging from the woods on the port hand, right above. We fired two IX-inch shell at them, when they skedaddled a little faster than lightning. The steamer *St. Maurice* came alongside of us this afternoon. She brought communications from the army. We are engaged in patching up the smokestack and repairing the port steam chest; the starboard one we can not repair here; there will have to be new pipes cast for it. The weather is very fine to-day. The *Genesee* arrived here again about 8 p. m. She was sent to Baton Rouge.

March 17.—Mississippi River, below Port Hudson. We have started fires this morning and are trying to get up steam enough to move us about in case of necessity. Two contrabands were brought on board this morning. They stated that the flagship and the *Albatross* are at the mouth of the Red River. We are engaged putting everything to rights again about the ship, repairing the rigging and stays. The slings of the main yard were shot away; a shot passed through the head of the main lower mast. We will not be able to use the main-topsail any more until there is a new mast put in. Three transports came up this morning with 3,000 troops, cavalry, artillery, and infantry. We landed them under the cover of our guns. They are going to Red River to open communication with the admiral, if possible. Just as they marched off they gave three cheers for the *Richmond*, which we returned. The troops took no baggage with them. They had cooked rations for five or six days. The rebels are in a great stir at Port Hudson; they are running about and signaling from one place to another at a great rate. The steamer *St. Maurice* arrived here at 1 p. m.; she brought dispatches for us. The captain of the *Monongahela* went down to New Orleans in the tugboat *Ida*; he lost his foot. The *Monongahela* went up the river this afternoon and engaged the lower batteries; she did some splendid firing at the batteries with her 200-pounder rifle and XI-inch guns. She was struck four times and had no one injured. She then came down and asked permission from us to go up again and give the rebels another round, which she did in a splendid manner. The *Essex* also opened on them. Some of our officers and a boat's crew went ashore and killed four cattle, which were brought off to the ship for us. The expedition which started out at noon to-day returned about 6 p. m. They were forced to return, as the levee had been cut somewhere up the river and the swamps were all overflowed with water, and the bridge over Fausse River had been carried away. The weather is very fine to-day.

March 18.—Mississippi River. Our cavalry scouts caught a lieutenant and 5 men opposite Port Hudson, who were stationed there to signalize to the rebels all our movements. The officer was brought on board of us and examined and then sent back to the army again. A party of our men and officers went down the river in the *Sachem* on a

foraging expedition. We are engaged to-day repairing the damage done in the late engagement. Nearly all of our boats have shot holes through them; some are nearly worthless. The gunboat *Kineo* was towed alongside of the levee for repairs by the *Genesee*. The transports have all gone down the river and the gunboats have taken their positions close to the bank to protect them in case of an attack. The *Sachem* came up the river at 5 p. m.; she brought us beef and molasses, which they got off of a plantation below here.

March 19.—Mississippi River. Two steamers came up the river last night; one of them was loaded with troops. At 1 o'clock last night the rebels opened fire from the upper batteries. The river was covered with a dense fog at the time; it soon cleared away and the rebels had the river lighted up by large fires, which they built at short distances apart. We could not make out what they were firing at unless they saw some raft or something drifting down in the darkness. They kept large fires burning all night, and would fire at short intervals from the upper batteries. Some time during the night our troops set fire to a lot of buildings up near the point. At 9 a. m. two transports came up the river; they were loaded down with troops. General Banks came up with them. As they passed us they cheered us. We manned the rigging and returned it with three cheers for General Banks and three for General Dudley. At 9:30 a. m. Generals Banks and Dudley and their staffs came on board of us. The troops are disembarking on the port hand of the river. At 11 a. m. the *Sallie Robinson* went down the river with a load of contrabands. Our carpenters and armorers have got their hands full of work, repairing the damage done to the ship. Our troops marched out to-day on an expedition up to the Fausse River, where there was a rebel steamer hid. They routed her out and she steamed down under the batteries at Port Hudson. General Banks and our captain went on board of the *Monongahela*. She got [up] anchor and went up and opened fire on the batteries with her big guns. The rebels opened fire on our troops as they passed up close to the point. The *Monongahela* made some splendid shots. At 5 p. m. another steamer loaded with troops arrived here; they were principally all cavalry. The weather to-day is cloudy and misty.

March 20.—Mississippi River. A transport arrived during the night with more troops. Some time during the night another steamer came down under the rebel batteries; she was driven out of the Fausse River by our troops. The *Winona* went down the river this morning at daylight and took the *Kineo* in tow. The fog was very thick at the time, and the *Kineo* got aground below the point about 5 miles. We sent the steamer *Morning Light* down to her and she succeeded in getting her off. The *Monongahela* and the *Genesee* went up close to the batteries and fired their long-range guns and succeeded in driving the rebel steamers out from under the batteries. One of them was struck by a shot and disabled, for the other took her in tow and went up the river. We got up anchor at 4 p. m. and took up our position where we could cover our troops better. General Dudley sent us three fine cattle and a lot of sheep this evening. Our troops drove in a great drove of cattle, horses, mules, and sheep this evening. The most of them were put on steamers and taken down to Baton Rouge. The gunboat *Winona* came up at 6 p. m.

March 21.—Mississippi River. We received news from a contraband that the admiral has left Red River and has gone up to Vicksburg. The story is confirmed, for all of those steamers that were under the rebel batteries when we made the attack have all come down again; there are six or eight steamers under the batteries this morning; one is a long, black ocean steamer called the *Webb*. The steamer *Morning Light* came up the river to-day; she brought us a mail and a great quantity of provisions for the fleet. We are engaged to-day taking in the provisions. At 2 p. m. we sent the *Genesee* up the river to rout the rebel steamers out from under the batteries. She went up abreast of the *Essex* and opened on them with her 100-pounder Parrott. The third shot she fired the steamers put out up the river as fast as they could steam.

March 22.—Mississippi River. After inspection, at 9 a. m., all hands were called to muster, and the captain announced to us that our late executive officer was dead. The captain tried to speak a few words of comfort and encouragement to the crew, but he broke down and tears came to his eyes. All hands were piped down and then had divine service by the paymaster. After divine service all hands were mustered around the capstan, several general orders were read, and the Regulations of the Navy, by the first lieutenant, Mr. Terry. Our troops are all leaving here again and going down to Baton Rouge; they have all left except one steamer load, who are ready to embark.

March 23.—Mississippi River. It poured down rain all night; this morning it blew so hard that the cable broke off short on the starboard bow anchor, and we came near being blown ashore on the port bank of the river before we could drop the port anchor; this is the second bow anchor we have lost in a week. We bent the cable to the starboard sheet anchor and we have to use the sheet anchors on the bows. As soon as the blow was over we got up anchor and steamed up to our old position. The *Monongehela* went down the river at 10 a. m. The *Laurel Hill* came up from Baton Rouge at 10 a. m. Three deserters came down to the *Essex* to-day from Port Hudson; they were brought on board of us. They stated that times were very bad among the rebels. They looked as if they were half starved. The *Monongahela* came back again at sundown and took up her old berth. The gunboat *Sachem* was sent down to New Orleans at 7 p. m., with dispatches. It has rained hard all day long and the wind is blowing in gales.

March 24.—Mississippi River. It rained all night long. The river has risen very much these last few days from the heavy rains. The river is covered with driftwood that has been washed off of the lowlands. All hands were mustered around the capstan this morning. At 9 o'clock our cavalry, under Captain Magee, went out on a scout. As they were some miles up the river they captured a steamer coming down the river laden with provisions for the rebs; they set fire to it and burned it up; they captured 4 prisoners also. The weather has cleared up cold and windy. As our troops were returning they had to pass pretty close to the point opposite the rebel batteries; as soon as the rebs saw them coming they opened fire on them from the batteries, but did not do any damage.

March 25.—Mississippi River. Last night 4 more men deserted from Port Hudson and came down to us; they looked very hard, and they said that [they] had had nothing to eat for some days past. The

rebels fired from their upper batteries over to the point on the opposite side of the river at some of our cavalry, who were scouring the country about there. One of the shells set fire to a house on the point and burned it down. The rebel deserters say that we have their supplies cut off both by way of the river and by railroad. Our troops took three light rifled pieces up opposite the rebel batteries. They opened fire on the rebel camps; they made some very fine practice for a couple of hours. The rebels did not return the fire. The *Laurel Hill* went down the river this evening and took the 6 deserters we had on board to New Orleans and the mail.

March 26.—Mississippi River. The prize steamer *Antona* arrived here last night from New Orleans; she brought us a large mail and dispatches. Captain Smith, late of the *Mississippi*, arrived here in the *Antona* to take command of the *Monongahela*. Our troops have nearly all left here except a few. They set fire to a couple of old buildings, which made a great illumination. A little screw steamer came up with the *Antona* to run about the river as dispatch boat; it is not as large as our ship's boats; we could set [it] inside of any of our boats. The mortar boats were all towed down the river about 5 miles below the bend, by the gunboats. The *Essex* has shifted her berth and took her position in the middle of the river, above the other vessels. We received information from deserters that the rebels were going to board the *Essex*, but they took good care not to attempt it. The weather is very fine to-day.

March 28.—Mississippi River. At 11 a. m. we started down the river. We had the port battery cast loose in case we saw any rebels on our way down. At 1:30 p. m. we arrived at Baton Rouge and came to anchor. The bombers are all at anchor here. There have been several buildings burned down since we left here.

March 29.—Baton Rouge. The steamers and transports have been busy all night carrying troops down the river from here; some ten or twelve thousand went down during the night. They are going on an expedition into Texas under General Augur. At 5 p. m. the steamer *St. Mary's* hauled out from the wharf to go down the river. General Augur was on board; we gave him three cheers as he passed. The weather is cold this evening.

March 30.—Baton Rouge. More troops went down the river to-day.

March 31.—Baton Rouge. This afternoon Generals Augur and Dudley and their staffs came on board, and also a number of ladies. The Fiftieth Massachusetts band accompanied them.

April 1.—Baton Rouge. At 9 a. m. five steamers arrived here from New Orleans; among them was the tugboat *Ida*; she brought us a large mail. Two or three steamers went down the river loaded with troops.

April 3.—Baton Rouge. General Weitzel has had a fight with the rebels at Bayou Teche, and we are sending him reinforcements. The steamer *Diana* was captured by the rebels on the 30th. The *Genesee* came down from Port Hudson yesterday and reported all quiet there. The *Essex* and *Winona* are still there. Several steamers came up the river this morning. All the troops have left here except General Dudley's brigade; have Baton Rouge well fortified.

April 5.—Baton Rouge. At 8 a. m. the *Iberville* arrived with rebel prisoners, to be exchanged at Port Hudson. The *Essex* came down the river at 11 a. m.

April 6.—Baton Rouge. The steamer *Iberville* went up the river with a flag of truce, to exchange the prisoners she had on board. The *Essex* went up this evening also. The rebel steamer came down as far as our gunboats and waited until the *Iberville* came up, when they exchanged the prisoners. All the land on the port hand of the river is overflowed. The rebels have cut the levees above Port Hudson. We have the little tugboat *Ida* alongside of us for a dispatch boat.

April 8.—Baton Rouge. This morning at half past 2 o'clock a small skiff came down the river and came alongside of us; the admiral sent his secretary and a negro down in a small boat to communicate with us. The flagship and *Albatross* and one of Porter's rams are lying one mile and a half above Port Hudson. The admiral's secretary and the negro arrived here safe. The rebels hailed them as they passed down, and thinking that it was some old tree, because the boat was covered with bushes, they allowed them to pass unmolested. The gunboat *Winona* came down the river at 4 a. m. to coal ship. At daylight a boat came down the river with two contrabands in it; they brought a dispatch from the admiral. We sent the tugboat *Ida* up to the *Essex* at 1 p. m. with dispatches; she returned at 4 p. m. with a load of contrabands, who were sent on shore to the army, to work on the fortifications. The steamer *Iberville* went down to New Orleans this evening. The admiral's secretary went down with dispatches from the commodore. We drew all the grape and canister out of the guns and loaded them with 15-second shell.

April 9.—Baton Rouge. The tugboat *Ida* went up the river this morning with some army officers on board; they are going to try and communicate with the admiral. A steamer came up from New Orleans this evening; she brought provisions for the army. The *Ida* returned from up the river at 9 p. m.; they did not succeed in communicating with the admiral.

April 10.—Baton Rouge. Several officers of the Signal Corps went up in the *Ida* to try and communicate with the admiral; they returned again this evening and reported that the admiral had gone up the river from Port Hudson.

April 11.—Baton Rouge. The steamer *Antona* came up from New Orleans this morning at 3 o'clock. All the river steamers went down this evening.

April 12.—Baton Rouge. At 10 a. m. we had general inspection at quarters. At 10:30 a. m. we had divine service, which was read by the paymaster. The river continues to rise.

April 14.—Baton Rouge. This morning we are engaged fitting the signal platform on the topgallant mast and getting it ready for sending aloft. The signal station will be over 200 feet from the deck, and then there will be another long mast above that, about 40 feet long, from which a flag will be attached to attract the attention of the vessels above Port Hudson. We can signalize either by our own ship's signals or the army signals. Just as we were starting off General Augur sent a dispatch on board of us. All hands were called aft on the quarter-deck and dispatch was read by the first lieutenant, stating that General Grover had telegraphed to General Augur that he and General Emory had recaptured the *Queen of the West* in a bayou near the Red River. At 5 p. m. we arrived at Port Hudson. The *Genesee* and *Winona* were here at anchor, close to Profit Island.

April 15.—Below Port Hudson. At 10 a. m. we got up anchor and steamed up the river within half or three-quarters of a mile from the rebels' lower battery, where we could see the admiral when he came down the river to the upper battery. The signal officer at the royal masthead reported that he could see the masts of a vessel coming down the river. We fired two guns loaded with shell, which would burst in the air, as the signal agreed upon; they were answered in a few moments by the admiral. He soon came down far enough when the mysterious conversation began between him and us. Messengers were running aloft with notes every few moments. We steamed up still farther to the batteries and came to anchor where we could talk to the admiral all day long and night also. Five officers and two negroes went across the point of land to carry dispatches to the admiral—one of them was his secretary. The admiral signalized back to us again in an hour after, stating that they had arrived safely.

April 16.—Below Port Hudson. This morning at half past 9 our officers returned from the admiral; they were not molested. There is over 1 mile of water that they had to cross in boats, and wade through the rest. The *Ida* was sent down to get all the news from the army. At 10 a. m. we sent a master's mate and four men over to the admiral with the mails; soon after they started we heard firing down the river. At 11 a. m. we got up anchor and started down the river to ascertain the cause of the firing. We had not gone more than 12 miles down the river when we met the *Iberville* coming up. She told us that all was well at Baton Rouge. We ran up close to the batteries, for we could not get the admiral to notice our signals; we fired three guns to attract his attention. We had not heard if our men had arrived safely, for when we started down the river we could see the rebels landing troops on the point where our men had to cross. At 6 p. m. our men returned from the admiral; they were pursued by a party of 40 rebels, but they retreated to the *Albatross* and she shelled the woods. We had just sent another large party in quest of them.

April 19.—Port Hudson. The gunboat *Genesee* arrived here at sundown and the *Ida* left for Baton Rouge. The river is rising very rapidly.

April 20.—Port Hudson. This morning at daylight the gunboats *Genesee* and *Winona* went down the river.

April 21.—Port Hudson. At 10 a. m. a party of contrabands came down on the levee, about 20 in number. One of the men had an iron yoke fastened around his neck. He was brought on board, and the blacksmith took it off.

April 23.—Port Hudson. The *Genesee* arrived here last night in company with the tugboat *Ida*. A very large raft passed down the river last evening; the boats of the *Essex* and ours tried to tow it into the bank, but it was too large; they could not manage it, and they had to let it go again. The flagship came down the river just above the batteries. At 1 o'clock p. m. we got up anchor and steamed up within half a mile of the lower batteries, where we came to anchor, and we could signalize the admiral. We are engaged to-day blacking the ship outside and setting up the stays. The rebels seem to be stirring about to-day in the batteries; they do not like our movements, for they seem to be making a great bustle about something.

April 24.—Port Hudson. We could not signalize with the admiral until about 11 o'clock—until the fog cleared away. The *Genesee* took

up her position on the left bank of the river this morning to protect any parties coming from the flagship across the point. A party of our men crossed over to the admiral with his mails and returned safely. The admiral went up this evening.

April 25.—Port Hudson. This morning at 8 a. m. the U. S. mail boat *Union* and the steamer *Antona* arrived here. At 4 p. m. we got up anchor and headed down the river. At 6 p. m. we arrived at Baton Rouge and came to anchor opposite the hospital. The gunboat *Winona* went up the river soon after we arrived here to keep the *Essex* company.

April 26.—Baton Rouge. The troops have been very busy since we left here last, for they have got nearly all the fortifications finished around Baton Rouge.

April 27.—Mississippi River. At half past 7 a. m. the transport *Maratanza* arrived here with troops. At 8:15 a. m. General Augur and Brigadier-General Ullmann came on board of us with their staff officers. We stood up the river. At 11:30 a. m. we met the *Essex* 15 miles above Baton Rouge. At 12:30 p. m. we arrived below the batteries at Port Hudson and came to anchor in easy range of the lower batteries. Generals Augur and Ullmann came up with us to make a reconnoissance of the batteries. At 3:30 p. m. we started down the river, and arrived at Baton Rouge at 5:30 p. m.

May 1.—At 1:30 p. m. we started up the river. We passed the *Essex* about 10 miles below Port Hudson, and gave her orders to follow us up. We arrived within three-fourths of a mile of the lower batteries at 6 p. m. and came to anchor. The *Essex* took her position on the port side of the river. The weather is extremely hot to-day.

May 2.—Port Hudson. The *Ida* and *Sullie Robinson* came up this afternoon, and then returned. Some of our officers went down to [New] Orleans. The admiral did not come down to-day. We have been looking for him all day.

May 3.—Port Hudson. The *Sallie Robinson* arrived here early this morning from Baton Rouge with dispatches for us and the admiral from General Augur. At 9 a. m. all hands were called to muster on the quarter-deck, when the dispatch sent by General Augur was read by the first lieutenant, stating that Colonel Grierson had arrived safely at Baton Rouge with two regiments of Illinois cavalry. They started fifteen days ago from La Grange, Tenn., and traveled through the enemy's country, destroying everything in their way. They heard heavy firing at Grand Gulf; that accounts for the nonarrival of the admiral.

May 4.—A great number of dead horses and mules came floating down the river to-day, and also a great quantity of cotton. The river has commenced falling very fast.

May 5.—Port Hudson. This morning at 9 the rebel steamer *Starlight* came down from Port Hudson with a flag of truce; at the same time the steamer *Iberville* came up the river with 150 paroled prisoners. They were put on board of the rebel steamer *Starlight*. They had no Union prisoners to exchange. At 9:30 a. m. the steamer *Starlight* went up to Port Hudson and landed her prisoners; she then went up the river. At 1 p. m. the flagship came down the river. Soon after the admiral came to anchor we heard very rapid firing from the direction of the flagship. Soon a large smoke ascended above the trees on the point, and the rebs that were on the point skedaddled in haste

over to the batteries. The admiral had shelled the building that contained 4,000 barrels of corn and totally destroyed it.

May 6.—The flagship went up the river this morning. The tugboat *Ida* arrived here this morning with one of the bombers in tow. All the mortar schooners are ordered up from Baton Rouge. Admiral Porter has gone up the Red River with his ironclads. General Banks and General Grant have communication by the Red River. More dead horses have floated down by us to-day.

May 7.—Port Hudson. At 5 p. m. the *Ida* came up with a bomber in tow; she brought us a large mail. At 9 p. m. the steamer *Sallie Robinson* arrived here with two bombers in tow.

May 8.—Port Hudson. At 11 a. m. the *Laurel Hill* arrived here with a bomber in tow. The *Essex* went up close under the lower batteries to protect the bombers. The *Laurel Hill* and *Ida* are engaged putting the bombers in position. At 1:30 p. m. the bombers and the *Essex* opened fire on the batteries; they made some very fine practice. We fired about half a dozen shots from our 100 pounder-Parrott at the upper batteries; we made excellent shots; the most of them burst over the batteries, throwing up clouds of dust and dirt from the rebel works. At 4 p. m. we made signal for the bombers to cease firing.

May 9.—Port Hudson. At 12 last night the bombers opened fire on the batteries. The rebels thought that we were up to something, and they lighted large fires along the banks to expose any vessel that might attempt to pass. One of the bombers' shell struck one of these large fires and sent the burning wood flying in air. The rebels soon found out that their lights only served as marks for the bombers to fire at. We kept up a pretty steady fire for an hour, when we made signal for the bombers to cease. At 9 a. m. the bombers opened fire on the batteries. Soon after we sent the tugboat *Ida* up and towed the bombers up about 500 yards farther, where they could get a better view. They opened fire again at all ranges. One shell set fire to a house and burned it down. They kept up a steady fire until 12 o'clock, when they ceased. They got all the ranges of the different batteries, which they could not get at night. The rebels have one work about a mile from the bombers, on the top of the bank, which the shell from the bombers tore to pieces. They had no guns mounted in it; it was intended for field batteries, to annoy the bombers. At 3:30 we started up the river; we passed the bombers and went above the *Essex* and opened fire with our bow guns, the 100-pounder Parrott and the IX-inch. We made some splendid shots amongst the rebel camps and at their batteries. We fired our IX-inch principally on the point on the opposite side of the river, where there are some rebel pickets. We went up close to the first battery, but they could not bring their guns to bear on us, for we kept close to the shore. After firing about twenty shots we dropped down to our old berth again.

May 10.—Port Hudson. At 10 o'clock last night the bombers opened fire on the batteries; they kept up a steady fire for an hour and a quarter, when the signal was made for them to cease. The bombers made the best shots that time that they have made yet; their shells burst all over the rebel batteries; some of them were thrown back in the country amongst the camps. At daylight this morning the rebels opened fire on the *Essex* and the bombers with three or four batteries of field artillery; their fire was very rapid at first and their shot fell around the bombers like hail, but they were not long in returning the

fire with their broadside guns and their XIII-inch mortars. We slipped our cable and put on all steam and were soon up to the bombers to aid them. The smaller pieces were forced to leave the field, for the fire of the bombers was making it very hot for them. The *Essex* was driving at them with all her might. By this time we were up opposite the *Essex* and the rebel shots were all directed at us. We were replying with our bow guns; one large rifle shot struck us under the counter and threw the spray over the ship, but did no damage. As soon as we got above the *Essex* we swung around and gave them our whole starboard broadside. The effect was grand, for by the time we had swung around to give them another broadside they were all silenced and the firing ceased. We stayed about there for about an hour, but the rebels had got quite enough, for they did not reply again. The bombers were not damaged. The *Essex* was struck a few times, but not injured. We dropped down to our old berth and picked up our buoy and came to anchor again. The *Ida* came up this morning with the *Horace Beals* in tow.

May 11.—Port Hudson. At 12 last night the bombers opened fire on the batteries; they kept up a splendid fire until 1:15 a. m., when the signal was made to cease. After they had ceased firing they dropped down the river about 800 yards, behind the point that makes out from the bank, where the rebel artillery can not be brought to bear on them. They can be moved up again when they want to open fire; at the same time it will prevent the rebels from bringing their artillery to bear on them. At 10 a. m. the *Iberville* came up with a flag of truce. She had between three and four hundred rebel prisoners on board. The *Iberville* went up to the batteries at Port Hudson, where the paroled prisoners were landed.

May 12.—Port Hudson. At 1 a. m. the bombers opened fire on the batteries; they kept up a splendid fire until 2 a. m., when they ceased. We received news from planters about Port Hudson that the fire of the bombers was very destructive to the rebels.

May 13.—Port Hudson. At 2 a. m. the bombers opened fire for an hour on the rebels. About 3 o'clock two deserters came down from Port Hudson in a small skiff and reported that the rebels are about evacuating Port Hudson. At 1 p. m. the *Essex* opened fire on the lower battery. They could see the rebels working at something there.

May 14.—Port Hudson. At 11 o'clock last night the bombers opened fire on the enemy. At 12 o'clock they ceased firing.

May 15.—Port Hudson. The bombardment was repeated from 1 to 2 this morning; the enemy made response to our fire. At 5 p. m. the tug *Ida* came up from Baton Rouge. Colonel Grierson and several other army officers came up in the *Ida* to take a look at Port Hudson. At 9 p. m. the bombers opened fire on the batteries. At 11 p. m. the bombers ceased firing.

May 17.—Port Hudson. Nothing unusual occurred yesterday worthy of note until 11 o'clock last night, when the bombers opened fire on the batteries; they kept up the bombardment for an hour. At 5 p. m. the *Essex* opened fire on the rebels; they were working on the crest of a hill just below their lower battery. Soon after the bombers opened with their XIII-inch mortars. The rebels returned a few shots from the hill, but soon were silenced.

May 18.—Port Hudson. At 11:50 a. m. the *Monongahela* came in sight with the admiral on board. We fired a salute of seventeen guns

for him, which he returned with eleven guns for our captain. To-day at 1 p. m. a large body of Union cavalry arrived opposite us on the west bank of the river. They are going to clear the point opposite to Port Hudson, where there is a nest of rebels conveying supplies across to Port Hudson nearly every day. At 4 p. m. the *Monongahela* went down the river. At 5:30 our cavalry returned and brought in a great drove of cattle and more prisoners, who were brought on board of us. At 10 p. m. the *St. Mary's* came up with a number of officers and ladies on board to witness the bombers shelling Port Hudson.

May 19.—Port Hudson. The bombers opened fire last night between 11 and 12 o'clock. Colonel Grierson's cavalry left here to-day and drove the cattle with them down to Baton Rouge. Heavy firing was heard in the rear of Port Hudson to-day.

May 20.—Port Hudson. The bombers opened fire on the batteries from 11 until 12 o'clock last night. At 2 p. m. the gunboat *Kineo* arrived here from New Orleans. She took up her station in rear of the bombers.

May 21.—Port Hudson. The bombers continued the bombardment last night from 1 until 2 a. m. The river is falling very fast.

May 22.—Port Hudson. The bombers opened fire last night from 10:30 until 12 o'clock. This morning the transports *Sallie Robinson*, *St. Maurice*, and *Time and Tide* came up around Profit Island loaded with troops. We sent the *Kineo* to cover their landing. They are mostly black regiments. A party of cavalry made a reconnoissance this afternoon up above the *Essex*. The army is making preparations for attacking Port Hudson in the front and rear at the same time. The *Hartford* came down to the point this afternoon. The signal guns were fired to make known their arrival. We held communication with her all afternoon. At 3 p. m. we got up anchor and steamed up to the head of Profit Island, where we could hold communication with the *Kineo* back of the island, and she can communicate to Baton Rouge by signals. The *Genesee* lies on the west bank of the river to cover any parties that may attempt to cross from the *Hartford*. The weather is very unfavorable to the army movements to-day.

May 23.—Port Hudson. The bombers opened on the batteries from 2:30 until 4 a. m. The rebels seemed to be very uneasy in Port Hudson last night; we could see quite an unusual stir amongst them. At 1 p. m. all hands were called to muster on the quarter-deck, when a telegraphic dispatch was read, sent by General Augur to Captain Alden, stating that he had received a dispatch from General Grant to the effect that Grant had whipped the rebel Johnston and taken 61 pieces of artillery from him and had surrounded Vicksburg, and also that General Grover's division had landed at Bayou Sara and that he was only 3 miles above Port Hudson. Colonel Grierson's cavalry had gone over to him from Augur's division. Port Hudson is completely surrounded on all sides. At 2 the *Hartford* fired shell into the woods above Port Hudson. The *Ida* went down to Baton Rouge with the mails this morning. At 5:30 p. m. she returned, in company with the *Monongahela*. The admiral is on board of her. At 4 p. m. the *Essex* got underway and ran up close to the batteries. At the same time the bombers opened fire, but the rebels did not respond to it. The *Essex* came to her berth again. Some of Admiral Porter's fleet came down to the point this evening.

May 24.—Port Hudson. The bombers and the *Essex* opened fire at 10:30 last night, which they kept up until 12. At 10 a. m. we had our usual Sunday morning exercise. Heavy firing is heard in the rear of Port Hudson this morning. Our forces have attacked the rebels. At 1 p. m. the firing is very rapid in the rear. At 1:30 p. m. the *Essex* got underway and steamed ahead. The bombers opened a rapid fire on the batteries. At 2 p. m. signal was made from the flagship to get underway. The *Essex* took the right bank of the river and ran up under the first battery, where they could not hit her. We then took the lead on the left bank, the flag on our quarter. The *Genesee* kept on the right bank with the *Essex*. We steamed up until we got within range of the first battery, which we silenced with our long-range gun. We then kept on up until we came within range of a place called the "citadel," where the rebels had some very heavy guns mounted, which were plowing the water up about us. This battery we soon silenced. We tore up the works and dismounted some of the guns. We had to be very careful that we did not fire in the rear, for fear of hurting our own troops. The rebels replied from their upper batteries very often, but most of their shot fell short. The steamer *Iberville* came up to us from back of the island with dispatches at 4:30 p. m. The signal was made immediately to cease firing and come to anchor. We disabled our rifle gun during the action. It was the principal gun that we used. The *Essex* was struck several times, but there was no one injured. The *Monongahela* was struck twice with pieces of shell, but no one injured. We did not receive a scratch. The *Genesee* and *Kineo* were not struck. We all came to anchor at 4:40 p. m. The firing in the rear seemed to be much closer to the river. While the *Essex* was steaming about under the batteries this evening she was struck five times, and had four men slightly wounded. About dark this evening the bombers were towed up about half a mile farther. The first one of them lies astern of the *Essex*. The rebels can not fire on the bombers from the citadel, for we demolished that this afternoon. The weather is very hot to-day.

May 25.—Port Hudson. The fighting commenced early this morning on the enemy's front and left. A heavy cannonade was kept up all day long. At 3 p. m. a party of cavalry came down to the *Essex* and stated that General Dudley was going to attack on the enemy's right as soon as possible. At 3:30 p. m. the flagship *Genesee* and this ship got underway and ran well up the river, so that we could be in good supporting distance. We then came to anchor where we could communicate with the flagship above and the signal station behind the island. The tug and *Kineo* are busy all day carrying messages from the army signal station to the flagship. At 4 p. m. the *Essex* went up close under the upper battery. The rebels were raising a great dust on the bank of the river behind the batteries. Great bodies of them could be seen flying about with artillery. The bombers opened on them and soon cleaned them out from there. Toward dark the roar of the artillery and musketry are getting closer to us. The bombers ceased firing at 7 p. m. At 7:30 p. m. the tugboat *Ida* towed the bombers up the river about half a mile farther, nearly under the bluff, where the first battery is situated. They can sweep the whole bank with their shells. The artillery on both sides slackened their fire at dark.

May 26.—Port Hudson. At 12 last night the *Hartford* opened a very heavy fire from above Port Hudson. She kept it up until 2 a. m. An occasional artillery piece could be heard all night. This morning at daylight the bombers opened fire on the batteries until 8 a. m., when they ceased. One of the bombers was towed up about 300 yards farther, astern of the *Essex*. This morning the fighting in the rear is still raging. The fire of the artillery is very rapid at different times during the day. At 3 p. m. the *Essex* and *Genesee* and one of the bombers opened fire on the upper batteries for about an hour. The upper battery of all fired a few shots up the river, but we could not tell what they were firing at. A large smoke was seen ascending above the trees; it was the enemy's breastworks, built of cotton, which were set on fire by our shells. At 5 p. m. the *Antona* started down river and ran high and dry. She is in 6 feet of water. The *Genesee* and the tug *Ida* then tried to get her off, but they could not succeed. They pulled the mizzenmast out of her. The weather to-day is very hot.

May 27.—Port Hudson. At daylight this morning General Banks' forces opened fire on the rebels with all their artillery and siege guns. At 6:15 the fleet got underway and went up close to the batteries. At 6:30 we opened fire from our bow guns. The gunboats could maneuver about the river; they could use all their battery. We had to be very careful that our shell did not go back too far into the country. The *Essex* hugged the bank and went well up under the batteries, where she poured her shell into the rebels at a rapid rate. A great many of the bombers' shell burst over us, and the pieces struck in numerous places. The *Hartford* opened from above into the rebels. The rebels' shell from the batteries fell over and around us, some of the pieces striking us, but doing very little damage. Every now and then a large shot would plow the water up alongside of us, throwing the spray as high as the tops. Our shell were bursting into their batteries, throwing up clouds of dust and dirt. At 8 a. m. the signal was made to cease firing. The firing on shore seemed to be getting close to the bank, and it would be dangerous for us to fire any longer. We dropped down out of range of the upper batteries and came to anchor and had breakfast, having everything ready to go at it again at a moment's notice. When we went into the engagement we left a boat at anchor where we were lying, with a signal officer in it, to keep the communication with Springfield Landing, behind Profit Island. At the same time they could signalize up to us. There was no one injured in the engagement, although nearly every one of the vessels got struck with pieces of shell. The firing in the rear has continued all day with unequaled rapidity. Two very large fires broke out in Port Hudson about 12 o'clock to-day. At 1 p. m. the lookout aloft reported that signal was being made to us from one of the bluffs close up to the lower battery. Our signal officer held a long communication with ———. Our forces were driving the enemy before them and had silenced most of their guns. Two river steamers trying to get the *Antona* off succeeded at 5 p. m. She went on down to New Orleans as soon as she got off. At 5:30 p. m. General Weitzel took the upper battery by storm. Soon after the middle batteries opened fire on the upper one. Our troops replied handsomely. The fleet got underway and stood up the river to draw the fire of the rebel batteries onto us, but the admiral was afraid to fire, for our troops were closing in on the rebels and we could

not help firing too far back. The firing from the batteries soon ceased, and we dropped down to our anchorage again.

May 28.—Port Hudson. At 2 a. m. our troops made an attack. It only lasted about fifteen or twenty minutes, when all was silent again. There were only a few heavy guns fired. At 6 a. m. the rebels opened fire on the bombers and *Essex* from the lower battery, where they planted some guns during the night, expecting that we would open with our long rifles and drive back our own troops, but we only fired from the mortars and the *Essex*. The fight lasted until 9 a. m., when the rebel battery was effectually silenced. The *Essex* was not more than a half a mile distant. The guns of the rebels were mounted on one of the bluffs in a line with the *Essex* and the bombers, and pouring a rapid fire down upon them. The *Essex* ran out of ammunition; they had not another shot or shell on board. They dispatched a boat down to us for shell. By this time the rebel guns had all been silenced but one; this the bombers were paying their strictest attention to, their shells were bursting all around the works, throwing up clouds of dust and dirt. At 9 a. m. the rebels ceased; they were completely driven out from their works. The *Essex* was pretty roughly handled. She was struck 15 times; one shell entered her upper deck and came down through in its descent; two others penetrated into the wood, but did not get through. No one was injured on board. The bombers were struck several times, but no one was hurt. We gave the *Essex* 100 IX-inch shell and 100 charges of ammunition, but the rebels had skedaddled before she got them. The army have had no general engagement to-day. At 7 p. m. a heavy fire of musketry and artillery was opened in the rear, which was continued until 10:30 p. m., when the fire began to slacken. The weather to-day was very hot, but the air is quite cool to-night. Our troops have the advantage of the beautiful moonlight. At 10 p. m. the bombers opened fire on the batteries. They fired one shell every five minutes.

May 29.—Port Hudson. At daylight the rebels opened fire on the bombers and the *Essex*, which they returned very briskly for some time, but the admiral was afraid that it was only a dodge of the rebels to get us to open fire on our troops, so the bombers and the *Essex* were ordered to drop down out of range. At 3:30 p. m. the bombers opened fire on the lower battery. There was a great dust about the works, as if they were working on the embankments. Our bombers can make much better shots at long range than they can at short, for every one of their shots fell into the works, throwing up clouds of dust and dirt. The weather has been cloudy all day. About 5 p. m. it commenced to rain very hard. The bombers had to cease firing. There was very little fighting to-day with the artillery, but the musketry was engaged very briskly at different times during the day. The rebels made three attempts to cut their way out from Port Hudson; but they could not succeed; they were driven back every time with heavy loss.

May 30.—Port Hudson. The bombers opened fire at midnight and kept it up until 5 a. m. At daylight the *Genesee* went down the river. At 2 p. m. the *Antona* arrived here with ammunition for the fleet. We took 200 shell for our 100-pounder Parrott and 10 barrels of powder out of her. Our lieutenant-commander, Mr. Terry, left us this afternoon to take charge of a siege battery under General Banks. He is an excellent ordnance officer and will superintend the working

of the guns. We have communications with General Weitzel at the upper battery. He has a signal station in a high tree in the front of the battery. Our troops are engaged planting their siege guns and getting them into position. The rebels have been very quiet to-day. The *Genesee* arrived here this evening at 6 o'clock. The weather continues very warm.

May 31.—Port Hudson. The bombers kept up a brisk fire nearly all night; at daylight they ceased. The admiral visited us to-day. At 4 p. m. the bombers opened fire on the batteries; they made splendid shots. At 5 p. m. the *Monongahela*, *Genesee*, and this ship opened on the rebels with our long rifles. The rebels became very irritated, for they replied very vigorously for some time, some of their shots plowing the water up under our bows; one struck the *Essex*, but it did not pierce her armor. We made signal to discontinue action at 6 p. m. The weather is exceedingly hot to-day.

June 1.—Port Hudson. The bombers opened fire from 12 until 3 this morning. The rebels replied from the lower batteries very rapidly, but they made very bad shots; they did not strike any of the fleet. We lay in the middle of the river, in a very good position for them to fire at, but they did not manage to hit us, although they came very near at times. Six large siege guns arrived at Springfield Landing to-day for General Banks. At 1 p. m. the *Genesee* and we opened with our long rifles on the batteries. We only fired a few rounds to keep the rebels on the move. We are engaged firing 200 rifled shell and fitting in the fuzes. The *Antona* went down this afternoon. Everything is quiet in the river to-day. The river is falling very fast. The weather to-day continues very hot.

June 2.—Port Hudson. The bombers opened fire at 10 last night. They fired very moderately—one shell every three minutes—until 1 a. m. this morning. The rebels did not return the fire, for they have found out that they can not do us any harm. At 10 a. m. a large squad of cavalry came down abreast of the *Essex* and held communication with us by signals. A large party of deserters from Port Hudson came on board of us this evening; we sent them to the flagship. The weather continues very hot. The sick list is beginning to get quite large. There is quite a fleet of steamers at Springfield Landing to-day, bringing provisions and stores for the army.

June 3.—Port Hudson. The rebels opened fire from the middle battery on the upper one in possession of our troops under General Weitzel. The bombers opened at 11 p. m., and ceased at 2:30 a. m.; the rebels had ceased half an hour before we did. The bombers made some excellent shots about the rebel battery, which caused them to cease. We took the IX-inch gun down off of the poop this morning, as there is no use for it there now. The weather to-day is the hottest of the season; the air is suffocating. The effects of the heat already begin to tell on the crew. The *Sallie Robinson* came up to-day and took 60 contrabands, who had congregated on the bank opposite the ship.

June 4.—Port Hudson. The rebels opened fire from their middle battery with three guns at 10 last night; they fired very briskly for a little while, when a signal rocket was sent up from our forces in the rear as a signal for us to engage the rebels. In a few moments the bombers and *Genesee* opened fire on the battery. The rebels' fire soon slackened. The *Genesee* would wait until the rebels fired and then she

would let drive at the flash of their guns. At 11:30 p. m. the rebels had ceased altogether. The bombers still kept up their fire until 2 a. m. The tug *Ida* returned from New Orleans this morning and brought us a large mail. The *Antona* arrived here with ammunition for the fleet. A large river steamer came up to-day to take away the contrabands who had accumulated on the bank opposite the ship—about 1,200 in number. Forty men from our ship went ashore this afternoon to man one of the siege batteries of 1X-inch guns. They took their own tents from the ship, and provisions and also tackle for the guns and extra screws for elevating the guns. They went well prepared for everything. A number of men went from the other vessels also; they are under the command of Lieutenant Terry of our ship. Everything is nearly ready for the opening of the siege on the doomed rebels in Port Hudson. The air is heavy and stifling.

June 5.—Port Hudson. The bombers amused themselves for three hours last night, as usual, by throwing their ponderous shell into the rebel works. We received a 24-pounder howitzer from the *Essex* and gave them a 12-pounder in return. We placed the 24-pounder on the poop to be used as a pivot. At 10 a. m. a large dust was seen in and about the batteries. We opened on them with our 100-pounder; the bombers also opened, and between us we managed to make the clouds of dust much greater in size by bursting our shell into their works. At 11:30 a. m. we ceased firing. The weather continues very hot.

June 6.—Port Hudson. The bombers, as usual, amused the rebels with a few XIII-inch shell for three hours last night. Our batteries in the rear are nearly ready to open; the mortars are in position; the naval battery is nearly completed. At 10 a. m. the rebels opened fire on the naval battery from their lower battery with two guns. We replied immediately with our 100-pounder. The *Essex* and *Genesee* soon followed with their rifles. We made splendid shots. The rebels only fired 4 shots from their guns, when they were forced to leave their battery.

June 7.—Port Hudson. The bombers kept up the bombardment for three hours last night, from 11 until 2 a. m. There was some very heavy firing in the rear this morning early, but the fire was not rapid and did not last long. At 2 p. m. a squad of cavalry came down to the bank opposite us; they had about 40 prisoners with them. Boats were sent and the prisoners taken aboard of the flagship. This evening about 6 o'clock there were a few shots exchanged between our forces and the rebels.

June 8.—Port Hudson. The bombers opened fire at 1 a. m. and kept up a slow, steady fire until 4. There was considerable of a fire opened from the rear this morning; some of the shell burst into the rebel batteries on the bank of the river. The river continues to fall very fast. The banks are so high that we can not see over them from the deck.

June 9.—Port Hudson. There seemed to be quite a stir amongst the rebels last night. There was an occasional gun fired and then the sharp reports of sharpshooter rifles could be heard very plainly. At 1 a. m. the bombers opened until 4 o'clock this morning. At 11 a. m. Battery Terry and the mortars in the rear opened fire; they set fire to some very large buildings in Port Hudson, which burned all day and part of the night. Some of their shell could be seen bursting into the rebel batteries on the bank of the river. At 8 p. m. the rebels returned

a few shots from the middle battery. Terry and the mortars in the rear are keeping up a steady fire. At 10 p. m. our bombers opened fire. The *Antona* arrived here this evening with ammunition and stores. At 11 p. m. the steamer *Time and Tide* came up the river. A boatswain's mate named Calver was knocked overboard by the stay becoming unhooked from the yard. The man was killed before he struck the water.

June 10.—Port Hudson. This morning at daylight the *Antona* came alongside of us. We took out a 100-pounder rifle, and the *Essex* came alongside, when we placed the gun on board of her. The bombers ceased firing at daylight. The army continues throwing their shell into the rebel works this morning. The tug *Ida* came alongside this afternoon and we gave her about 600 rounds of ammunition for Battery Terry ashore. The *Genesee* gave a quantity also. We gave them shell, shot, shrapnel, and grape. Our batteries kept up a slow, steady fire all day long. Another large fire broke out in Port Hudson this afternoon, caused by the explosion of the shells from our battery.

June 11.—Port Hudson. The bombers fired nearly all last night. Our batteries still keep up a steady fire on the rebels. At 10 a. m. we opened fire on the citadel with our long rifle. The *Genesee* and *Essex* opened also. The rebels were at work at something in the citadel, but we soon cleared them out of there. At 11:30 a. m. the flagship made signal to cease. We are engaged to-day strapping, filling, and fuzing shell for our battery ashore. The *Ida* came up to-day.

June 12.—Port Hudson. Last night about 12 a boat was hailed approaching the ship on the starboard side close under the bows. Another was hailed by the sentry on the port side, but no answer was given. Immediately a boat was manned and sent in pursuit. They succeeded in capturing one of the boats with two men in it, who were sent from Port Hudson with dispatches. They were brought on board and searched and then put under guard. Signal was made to the other vessels below and to the cavalry to keep a sharp lookout for the other boat. The fire from our batteries and mortars continued very briskly all night. The rebels return very briskly sometimes from one battery. Our bombers fired from 12 until 3 this morning. At 9 a. m. we sent the rebel prisoners on board of the flagship. This morning we took the IX-inch gun off of the forecastle and put the 30-pounder Parrott on the poop in its place. Battery Terry dismounted a X-inch columbiad—the best gun the rebels have—this evening, and two other smaller guns.

June 13.—Port Hudson. The bombers opened at 11 last night, and kept up a steady fire until daylight this morning. The fire from our batteries opened from every point this morning. At 11 a. m. the fleet bombers opened on the rebel works. At 12 o'clock the fleet ceased firing and went to dinner. The fire from our batteries still continues with great rapidity. The *Antona* came up to-day with ammunition and supplies for the fleet. At 2 p. m. the *Essex* and *Genesee* moved up the river, one [on] the right bank and the other on the left; they watched their opportunity and opened fire on the rebels. They soon returned it from three different batteries. We opened immediately with our 100 and 30 pounders and the *Monongahela* with her 200-pounder. We soon silenced the guns the rebels had in the citadel. We then directed our fire on the other batteries. The rebels soon slackened their fire when we got fairly opened on them. The

Essex was struck by one shell exploding in front of her bows. We had our jib boom carried away by a shell which carried away the jib stays and whiskers. At 5 p. m. the tug began to tow the bombers up farther about half a mile. As soon as they had got into position, they opened fire on all the batteries facing the river. The *Genesee's* 100-pounder rifle dismounted one of the large guns in the third battery. At 8 p. m. everything was quiet on both sides.

June 14.—Port Hudson. At 12 last night all of our batteries opened fire on the rebels; the bombers opened at the same time. The firing from our IX-inch gun battery could be heard above all the others. At 4 a. m. the bombers ceased firing. The fire from our artillery is more rapid. There is one long-continued roar of the artillery, like distant thunder; hundreds of the shell can be plainly seen bursting into the rebel works at daylight. There is so much smoke that we can scarcely see the rebel works. The loud whiz of musketry can be heard now and then when the fire of the artillery slackens. General Weitzel's division carried another line of works to-day by storm. The firing in the rear has all ceased except the naval battery that is still keeping up a steady fire. The tug *Ida* came alongside this evening, and we gave her 500 shell and shrapnel for Battery Terry.

June 15.—Port Hudson. Last night quite a number of logs came down the river, which were hailed by the sentries, and receiving no answer they fired into them. It was very dark. The *Genesee's* boat's crew captured a boat with 6 men in it. Our bombers fired nearly all night. From the advanced position which they have they can rake the banks of the river to the upper battery. There is quite an excitement raised among the fleet to-day by the report that came here that our cavalry on the point were driven in by a large force of rebels, who were moving toward the point opposite Port Hudson. The fleet all took up their positions so that we could rake the point with our shell.

June 16.—Port Hudson. The fire from our batteries and the bombers was kept up nearly all night. General Banks sent up a number of Congreve rockets during the night. There was some very sharp musketry firing at daylight. The *Ida* brought back a number of empty shell boxes, which will be filled again for Battery Terry.

June 17.—Port Hudson. The bombers fired for three hours last night. The rebels returned the fire a number of times, but most of their shots passed over the bombers; none of them struck or did any damage to the bombers. Our battery still keeps up a steady fire at regular intervals. The admiral visited us this evening; the guard was turned out to receive him.

June 18.—Port Hudson. The bombers opened fire at 12 last night and kept it up until 4 a. m. The flagship *Monongahela* left here this evening for New Orleans. We are left as flagship for the present. Captain Alden is the senior officer, and as soon as the flagship left, raised his pennant at the fore.

June 19.—Port Hudson. The bombers fired as usual last night for three hours. The fire from our batteries is very slow. This morning three deserters from Port Hudson came alongside of us in a small skiff; they state that things are getting desperate, their provisions are getting short, and the long rifles from the shipping had dismounted their best guns. One of the deserters was sent over to General Banks.

June 20.—Port Hudson. The bombers opened fire at 12 and ceased at daylight. This morning we sent 17 men ashore to man a IX-inch

gun in a new battery that is nearly completed on the hill commanding the rebels' lower batteries. The battery is to mount 18 guns, principally rifles. We also sent rations and camp equipments for our men. The *Tennessee* is alongside the *Horace Beals* filling her up with ammunition for the bombers. General Weitzel's upper battery opened fire on the rebels this evening. They did not seem to take any notice of it at first, but the fire of our battery began to get too warm for their comfort, when they opened from the river batteries with great vigor. The *Genesee* and we had been watching them for some time, and as soon as they fired the first gun we opened with our 100-pounder rifles, which soon shut them up. The *Tennessee* went down this evening. The river is rising a little to-day.

June 21.—Port Hudson. There was considerable excitement caused during the night from innumerable logs, which were fired at by the sentries, thinking they were boats. The bombers fired as usual last night.

June 22.—Port Hudson. There was no firing of any account last night, except from Weitzel's battery on the right, which fired a few shots.

June 23.—Port Hudson. A spy captured by our troops on the point opposite Port Hudson. He had the plans and situations of our batteries and number of troops in his possession. He was brought on board of our ship. He [is] a very old man and has every appearance of a secesh. The battery on the bluff near the river is nearly ready to open; it has 17 guns and 2 mortars.

June 24.—Port Hudson. The river is still rising slowly. The rebels fired a few shots this afternoon, which were promptly returned from our batteries.

June 25.—Port Hudson. We mounted a IX-inch gun on the fore-castle on the port side. There was no firing in the rear to-day.

June 26.—Port Hudson. At 3 p. m. the batteries in the rear opened fire. At 3:30 p. m. we got up anchor and stood up the river. We made signal to the *Essex*, *Genesee*, and bombers to open fire. At 3:40 p. m. we opened fire with our rifle and IX-inch gun on the fore-castle. We then ran well up and opened with our broadside. Each gun's crew had to work two guns, as we have only half a crew on board. The engagement now became general. We delivered our broadsides beautifully into the citadel, and then sluiced around and came up and gave them another. The shot from the rebel batteries flew all around and over us, but fortunately none of them struck us. At 5 p. m. General Banks sent word to cease firing with the bombers and fire at long range with the rifles, for most of the smoothbore guns went too far back. We then dropped down and came to anchor astern of the bombers and kept up a steady fire with our rifle. The *Genesee* did the same. The *Essex* was struck three or four times; some of them did considerable damage; one X-inch columbiad solid shot came down through her decks and landed in the engine room. One of the bombers was struck and her mortar bed injured. During the midst of the action a splendid large goose came swimming down the river. One of the men jumped out of the port and caught the goose and got back in time to load his gun. During the action to-day we had 1 man killed and 5 wounded in the naval battery ashore. The 10-gun battery bearing on the citadel did terrible execution. We could scarcely see the batteries for the clouds of dust and dirt. At 7 p. m. we ceased

firing. The batteries and mortars still kept up their firing during the night.

June 27.—Port Hudson. At 4 o'clock this morning we opened fire with our 100-pounder rifle; the *Essex* and *Genesee* did the same. The river is covered with a heavy fog this morning, and the rebel batteries are enveloped in clouds of smoke. At 7 a. m. we ceased firing. Our troops are working at something on the bank of the citadel; they seem to [be] throwing up breastworks from the bottom of the citadel—working their way up gradually. The carpenters made a rough coffin of pine for the captain of the IX-inch gun in our battery, who was killed last evening. Our batteries still keep heaving their shot and shell into the citadel.

June 28.—Port Hudson. This morning at daylight news came aboard that the rebels were threatening to attack Donaldsonville. The *Genesee* was dispatched down there immediately. The *Ida* came alongside this morning at 5 a. m., and we gave her 300 shell and 17 tanks of powder for the naval battery ashore. At 5 p. m. the rebels opened fire on our lower battery from a new position above the citadel. We opened on them with our 100-pounder Parrott immediately. Our battery opened on them also, and in half an hour we had the rebels' guns silenced.

June 29.—Port Hudson. The tug *Ida* came up this morning at daylight and brought dispatches from Donaldsonville. The rebels attacked there yesterday under the rebel general, Green, and were whipped badly; our gunboats slew them by hundreds. The rebels were 5,000 strong, while our forces were only three companies of infantry in the fortifications at Donaldsonville. About 10 p. m. the musketry ceased and our lower battery opened for an hour on the citadel; after that all was quiet except an occasional gun.

June 30.—Port Hudson. The steamer *Suffolk* came up last night and brought more troops.

July 1.—Port Hudson. This morning at 9 a. m. our rifle battery on the west bank opened fire on the rebels. The rebels returned the fire soon after. Our battery opened at 9:30 a. m. We made signal to the *Essex* to engage the batteries. At 9:40 we opened. The *Essex* came across on the west side, where we took our position, where she could see much better. At first the rebels did not seem to take any notice of us and the *Essex*, but kept blazing away at our battery, but we soon got the range of them, when they opened on us with everything they could bring to bear on us. Most of these shots were good line, but short; one X-inch gun always fired over us, the shell making an unearthly, screeching noise as it passed over our heads. At 12 o'clock the rebels ceased firing altogether. We ceased in a few moments after. The *Essex* returned to her position again. Our battery kept up a slow fire all evening, preventing the rebels from cooking on the bank of the river, as they usually did, and also prevented them from bringing their cattle and horses down to water.

July 2.—Port Hudson. Our battery opened on the rebels this morning from the west bank with 7 Parrott guns. The rebels fired a few shots, but for every shot they fired a dozen were returned at them by our battery. At 10 a. m. the *Essex* was sent down to Springfield Landing to protect the transports and stores. The *Tennessee* arrived here at 1 p. m. The admiral is aboard; the *Genesee* came in company with her. At 3 p. m. our captain made a short speech and told us that he was ordered home for a few months, but would return again. Our

battery and the rebels on the bank of the river keep banging away at one another every few moments.

July 3.—Port Hudson. The *Essex* came up from the landing this morning and took her old position ahead of the bombers. There is very little firing done to-day.

July 4.—Port Hudson. This morning at daylight our batteries opened on the rebels. They returned it as well as they could. At 12 we fired a national salute; the *Tennessee* (flagship), *Genesee*, [and] *Essex* fired a salute also.

July 5.—Port Hudson. The *Monongahela* arrived here this morning with dispatches, and then went down the river again. Our batteries and the rebels opened fire for a couple of hours this evening.

July 6.—Port Hudson. We opened on the rebels from a new battery on the point opposite Port Hudson this morning; the rebels returned it from the upper batteries. The *Genesee* then opened fire on the rebels, when they ceased, as they do not like to expose their big guns too much to the shipping. After sundown this evening our batteries opened on the west side of the river from two new places. The rebels opened from their batteries, but fired so fast that most of their shots were very wild. After dark both sides ceased.

July 7.—Port Hudson. Two deserters came down from Port Hudson; they stated that the rebels had commenced to eat their mules. At 7 a. m. the admiral received dispatches from General Grant that he had taken Vicksburg. All hands ran aloft and gave cheer after cheer for General Grant. At 12 every vessel in the river here that carried a gun fired a national salute. Two batteries of General Banks' army came out to the edge of the bluff and fired 100 guns. Our little battery of Parrotts on the west bank fired a salute of shell into the rebels. They did not seem to understand what it all meant. At 2 p. m. the flagship *Tennessee* went down the river.

July 8.—Port Hudson. The tug *Ida* came up this morning at 8 a. m.; she brought stores for the fleet and also Captain Jenkins, who takes command of our ship. General Banks has removed his landing and store depot opposite our ship. To-day a flag of truce was held with General Gardner at Port Hudson this afternoon, and they surrendered at 2 o'clock. The *Essex* went down to Donaldsonville this evening.

July 9.—Port Hudson. This morning at daylight our troops took possession of the rebel stronghold. At 9 a. m. the gunboat *New London* arrived here. At 10 a. m. the *Hartford* and *Albatross* came down from above the batteries and anchored ahead of us. General Banks raised the stars and stripes over the citadel and fired a salute of thirty-five guns.

July 10.—Front of Port Hudson. The bombers dropped down and took their positions along the banks on both sides of the river. All of our men who were ashore in naval battery returned aboard this evening, and also one gun's crew of the *Essex*; their vessel is down the river.

July 11.—Port Hudson. Mr. [William D.] Park, third assistant engineer, died last night. The remains of Mr. Park were taken ashore on Profit Island and interred.

July 12.—Port Hudson. The gunboat *Sachem* came down the river from Vicksburg with dispatches. The river is open below.

July 13.—Port Hudson. At daylight this morning the *Genesee* was sent up the river with dispatches for Admiral Porter.

July 14.—Port Hudson. The tug *Ida* is engaged towing the bombers down to Baton Rouge.

July 15.—Port Hudson. The *Monongahela* arrived here this morning. At half past 12 o'clock a salute of thirty-five guns was fired from Port Hudson. At 1 p. m. a dispatch was received from General Banks announcing the defeat of General Lee's whole army and 28,000 prisoners taken.

July 18.—Port Hudson. A great number of boats coming down the river loaded with paroled prisoners from Vicksburg seeking their homes. The steamers from St. Louis and Cincinnati have commenced running down the river already; two large ones passed us this morning.

July 19.—Port Hudson. Everything is quiet on board to-day. Nearly all hands are sick with the fever.

July 23.—Port Hudson. This morning a man died with the fever. We have some other very low cases. At 7 p. m. the *Monongahela* arrived here to relieve us. The gunboat *Princess Royal* arrived here at 10 p. m.

July 24.—Mississippi River: At daylight this morning we got under way and started down the river. At 7 p. m. we came to anchor 10 miles above New Orleans for the night.

July 25.—New Orleans. At 7 a. m. we got up anchor and started for New Orleans; we arrived there at 8 a. m.

July 28.—New Orleans. The *Hartford* is getting ready for sea; she is going north. The *Monongahela* and *Princess Royal* came down from Port Hudson this afternoon. Porter's fleet has taken charge there. At 7 p. m. the flagship *Tennessee* came up the river. The admiral had been outside visiting the blockade.

July 29.—New Orleans. The river is crowded with gunboats now.

July 31.—At 4 a. m. we arrived at Pilot Town and came to anchor. At 10 a. m. we got underway and stood out to sea.

August 4.—We kept in close to the coast of Florida all night. This morning we rounded the capes of Florida and shaped our course to the northward. At 3 p. m. the steamer *George Washington* passed us, bound to New York from New Orleans.

August 8.—At daylight this morning the Highlands are in plain view. At 12 o'clock we arrived at the New York navy yard and came to anchor.

CONFEDERATE REPORTS AND CORRESPONDENCE.

Report of Commander Hunter, U. S. Navy, regarding condition of affairs on the coast of Texas.

TRINITY RIVER, NEAR SMITHFIELD,
Polk County, Tex., March 17, 1863.

SIR: In my last monthly report mailed to you from this place I had the honor to acquaint you with my position and the duties assigned me by the commanding general. I am now in the same position and in the continuance of these. There has been no aggressive movement on this coast since that period. The blockade is the same.

I am, very respectfully,

W. W. HUNTER,
Commander, U. S. Navy.

Hon. S. R. MALLORY,
Secretary of the Navy.

Report of Lieutenant Barney, C. S. Navy, regarding the draft of the C. S. S. Harriet Lane.

HARRIET LANE,
Galveston Bay, March 17, 1863.

COLONEL: I have received your letter of — instant, and have to thank you for your prompt attention to my request in telegraphing to Lieutenant Warley. I have taken on board the two 24-pound howitzers. I have now on board but little provisions and water, no coal, and the boilers are empty. The ship now draws 8 feet 4 inches. In order to navigate she must have some coal and her boilers filled, which would so increase her draft that it would require at least 9 feet water. It is therefore manifestly impossible that she can navigate in 8 feet water.

Very respectfully, your most obedient,

J. N. BARNEY,
Lieutenant.

Colonel SULAKOWSKI,
Chief Engineer, Galveston.

Report in cipher from Lieutenant Barney, C. S. Navy, commanding C. S. S. Harriet Lane.

HARRIET LANE,
Galveston Bay, March 19, 1863.

SIR: In my last of 9th instant by Lieutenant Warley I reported that General Magruder proposed to (177)-2-16- the (216)-1-15-(113)-3-85- in (29)-3-36-(23)-3-29. I am officially informed that (163)-1-34- will prevent (85)-3-14- from (115)-1-7-. As my previous suggestions are thus defeated, I presume the (262)-3-22- will not be kept in (54)-2-33, (215)-2-26 being entirely useless. I beg leave respectfully to suggest that being so near (149)-1-30-a (156)-1-8- the (163)-3-40 might be (213)-2-21-(10)-1-12-.

A dispatch sent by army pony express via Alexandria will reach me most expeditiously.

I have the honor to be, very respectfully, your most obedient,

J. N. BARNEY,
Lieutenant, Commanding.

Hon. S. R. MALLORY,
Secretary Navy, Richmond.

P. S.—What shall be done with the (150)-3-12- sent from Richmond in case the above suggestion is carried out? Some might, if practicable, be sent (10)-1-12-.

N. B.—The second or middle figure indicates the column, 1st, 2d, or 3d.

Report of Brigadier-General Bowen, C. S. Army, regarding an engagement between Confederate batteries at Grand Gulf and the U. S. steamers Hartford and Albatross.

HEADQUARTERS FIRST BRIGADE, SECOND DIVISION,
Grand Gulf, March 19, 1863.

SIR: I have the honor to report that the gunboats *Hartford* and *Monongahela* [*Albatross*] passed by this morning on their way up the river.

Colonel [William] Wade, commanding the Parrott battery, reserved his fire, as directed, until the vessels were nearly opposite his guns. The *Hartford* kept between the shore and the gunboat. As soon as he opened, the latter made the best possible time around the point, and all the fire was directed against the sloop of war. The firing was accurate, and almost every shot struck the mark, but with what effect could not be perceived. They answered with heavy guns, but harmed nothing except a battery flagstaff.

* * * * *

Very respectfully, your obedient servant,

JNO. S. BOWEN,

Brigadier-General, Commanding.

Major J. J. REEVE,

Assistant Adjutant-General.

Report of Major-General Stevenson, U. S. Army, commanding at Vicksburg.

HDQRS. SECOND DISTRICT, DEPT. OF MISS. AND EAST LA.,

Vicksburg, March 25, 1863.

MAJOR: I have the honor to report that about 5:30 o'clock this morning two boats attempted to pass our batteries. One of them was sunk about 2 miles below the town, with almost all on board; the other was seriously disabled. When she had floated out of range of our batteries the gunboat *Albatross* (heretofore called, it is thought by mistake, the *Monongahela*) took her in tow. She is now helpless, and it will apparently take some time for them to repair her damages. During the engagement the *Hartford* moved up from below Warrenton, engaging the fort there.

She approached so near that our musketry drove the gunners from their guns, when she withdrew. The officer whom I sent to Mobile and Montgomery has succeeded in obtaining a good deal of powder and projectiles for my heavy guns. It can not pass either Meridian or Jackson without your orders; please give such that will secure its speedy arrival. I send you on the train to-day two Federal deserters and a negro taken in the act of carrying dispatches for the enemy. One of the deserters is an intelligent man, and some information can perhaps be derived from him. * * *

I am, sir, respectfully, your obedient servant,

C. L. STEVENSON,

Major-General, Commanding.

Major R. W. MEMMINGER,

Assistant Adjutant-General.

The boat which passed this morning was towed ashore just above Brown and Johnston's landing, where she now lies apparently a wreck. The *Hartford*, in passing up to her assistance, engaged our iron case-mates at Warrenton for some twenty minutes, during which she was roughly handled, being struck some twenty-six times. We had mounted four Parrott guns in the casemate since she went down. General [S. D.] Lee is advancing slowly. Nothing from Featherston.

A regiment, the 32-pounder ammunition, and one cotton boat went to General Loring to-day.

C. L. STEVENSON,
Major-General.

Lieutenant-General PEMBERTON.

[Telegram.]

PORT HUDSON, *March 26, 1863.*

Enemy's fleet fire at us occasionally. The troops have burned houses on west side of the river; on this side have gone back to near Baton Rouge.

More cavalry is greatly needed to keep the enemy in check. Corn here, about 30,000 bushels.

FRANK GARDNER,
Major-General.

Lieutenant-General PEMBERTON.

[Telegram.]

JACKSON, *March 27, 1863.*

All quiet at Port Hudson, Vicksburg, and Fort Pemberton. Enemy is, I think, waiting for reinforcements at latter place. Raid on Ponchatoula driven back. So far all looks well.

J. C. PEMBERTON.

President DAVIS.

[Telegram.]

JACKSON, *March 28, 1863.*

Following just received:

PORT HUDSON, *March 27, 1863.*

Enemy has gone back to Baton Rouge, including also troops from west bank of the river. Has sent back all his mortar boats and sloops of war. Two gunboats and *Essex* are all that remain. Rust's wagons ought to be sent; they are much needed.

FRANK GARDNER.

R. W. MEMMINGER,
Assistant Adjutant-General.

Lieutenant-General PEMBERTON.

Letter from the Secretary of the Navy to the Secretary of War regarding the transfer of the C. S. S. Harriet Lane.

NAVY DEPARTMENT,
Richmond, March 31, 1863.

SIR: I have the honor to inform you that all the naval officers have this day been detached from the *Harriet Lane*, and Lieutenant-Commanding J. N. Barney has been directed to turn over that vessel to General J. Bankhead Magruder. You will please instruct General Magruder to receive the vessel.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Hon. JAMES A. SEDDON,
Secretary of War.

Letter from Lieutenant Barney, U. S. Navy, to Brigadier-General Scurry, C. S. Army, requesting the return of howitzers.

HARRIET LANE,
Galveston Bay, April 2, 1863.

GENERAL: I find upon my return to the ship that two 24-pounder howitzers have been taken by mistake from this ship by the *Mary Hill*, under an order from Lieutenant Reid, of your staff. I have to request that you will direct the return of those pieces to this ship.

Very respectfully, your most obedient,

J. N. BARNEY,
Lieutenant, Commanding.

Brigadier-General W. R. SCURRY,
Commanding District, etc.

Letter from Lieutenant Barney, C. S. Navy, to Brigadier-General Scurry, C. S. Army, referring again to the return of howitzers taken from the C. S. S. Harriet Lane.

C. S. S. HARRIET LANE,
Galveston Bay, April 3, 1863.

GENERAL: I yesterday addressed you a communication in regard to the howitzers which had been taken from this ship. As these were not the guns designed to be placed in battery on Galveston Island, the call for them was a mistake, as also was their delivery by the officer in charge of the ship in my absence. This can be rectified by returning them to the ship as I have requested.

There was another mistake made by Lieutenant R. S. Reid, Acting Assistant Adjutant-General, in addressing to me an order in regard to the guns supposed to be on board of this ship.

In order to prevent more mistakes I call your attention to this matter. At the same time I would state that I consider it my duty, as it would always be my pleasure, to render every assistance in my power to the military authorities.

Very respectfully, your most obedient,

J. N. BARNEY,
Lieutenant, Commanding, C. S. Navy.

Brigadier-General W. R. SCURRY,
Commanding District Texas, etc., Houston.

Letter from Lieutenant Barney, C. S. Navy, to Brigadier-General Scurry, C. S. Army, regarding the disposition of the C. S. S. Harriet Lane.

C. S. S. HARRIET LANE,
Galveston Bay, April 4, 1863.

GENERAL: I have the honor to acknowledge the receipt of a copy of Major-General Magruder's communication to you of 14th ultimo, in regard to the employment of this ship. This reached me on 28th ultimo, while in Houston, and I would have addressed you upon the subject at an earlier date but that I desired before doing so to have access to some papers which were on board the ship. I regret that the

major-general commanding did not express to me his views on this subject before he left Houston, so that I might have sent them to the Navy Department, together with my own views of the subject, recently forwarded, and which might affect the determination made of the service to be assigned the *Harriet Lane*.

The letter of instructions to which General M. refers states that "If the War Department determines to defend Galveston Island, the *Harriet Lane* will be required in the harbor." It directs me to take command of the ship, to make a report of her condition, and to await further instructions as to her employment. I have already, among other plans, proposed to the Navy Department to make a ram of her for the purpose of operating against the enemy's blockading ships. I expect shortly to receive definite instructions as to the service to be required of this ship, as well as my participation therein.

In the meantime I do not feel authorized to adopt any plan or to make any alterations in the ship, lest by so doing I might impede or frustrate the designs of my official head, the Secretary of the Navy.

As some time would be required to fit the ship properly for the service indicated in the general's letter, I would suggest that arrangements for so doing might be commenced as soon as you think proper by preparing the iron for the bow and getting out timber for strengthening, etc. Captain [H. S.] Lubbock, of the *Bayou City*, has proposed using railroad iron for the ram, which seems to me an excellent plan, and for the particulars of which I refer you to that gentleman. He can also designate the points at which the different branches of the work can best be done. It will be necessary, I presume, to detail blacksmiths and carpenters from the Army, and, if possible, a competent ship carpenter as superintendent. Captain Lubbock can, I think, point out such a person.

Probably long before these preparations can be made I shall have heard from the Secretary of the Navy and be prepared to act understandingly in the matter.

In the meantime, general, it will afford me pleasure to render every facility and assistance in my power to carry out the views of the major-general commanding.

In order to take the ship to Galveston it will be necessary, I think, to dredge out afresh the channel through Red Fish Bar. Should the main channel be obstructed, it will be for the pilots to determine whether, with a draft of between 8½ and 9 feet, the ship can be taken through Bolivar Channel.

Very respectfully, your most obedient

J. N. BARNEY,
Lieutenant, Commanding.

Brigadier-General W. R. SCURRY,
Commanding District Texas, etc., Houston.

Extract from report of the Secretary of the Navy.

On the 6th of April, 1863, Acting Master George C. Andrews, C. S. Navy, with 14 men, left Mobile in a launch, and on the 12th captured at the mouth of the Mississippi River the U. S. transport *Fox* and brought her safely into Mobile, with 23 men, the crew of the vessel, prisoners.

Letter from Colonel DeBray, C. S. Army, to the commander of United States forces off Galveston, designating the point for communication by flag of truce.

HEADQUARTERS GALVESTON ISLAND,
Galveston, April 8, 1863.

SIR: I have the honor to forward to you under flag of truce (Captain H. H. Zacharie, C. S. Army, bearer) some letters written by United States prisoners now at Houston to their friends.

Having reasons to believe that Commodore H. H. Bell is not at present in command of the station off Galveston, I deem it my duty to acquaint you with the terms of an agreement made between him and me, to the effect that should the blockading force or neutral vessels wish to communicate under flag of truce with Galveston, their truce boat shall be met by us at the tripod beacon, near the entrance of the pass, and that should any boat attempt to pass beyond that point it shall first be warned by one blank shot, which, if not heeded, will be followed by hostile demonstrations.

My object in reiterating to you the terms of agreement above referred to is to avoid a misunderstanding, the consequences of which might be regretted.

I have the honor to be, very respectfully, your obedient servant,

X. B. DEBRAY,
Colonel, Commanding Galveston Island.

COMMANDER UNITED STATES FORCES OFF GALVESTON.

I have also the honor to enclose a dispatch directed to you by A. Lynn, British consul at Galveston.

X. B. D.

Order of Commander Hunter, C. S. Navy, to Acting Midshipman Shaw, C. S. Navy, designating Lieutenant Barney, C. S. Navy, as commanding officer near Smithfield, Tex.

NEAR SMITHFIELD, POLK COUNTY, TEX., April 10, 1863.

SIR: I take this occasion to inform you that I am about to leave this station. You will then recognize Lieutenant Commanding Joseph N. Barney, C. S. Navy, as the commanding naval officer on this station.

I certify that you have been paid by the Government of the Confederate States till the 1st day of January, 1863.

Respectfully,

W. W. HUNTER,
Commander, C. S. Navy.

Acting Midshipman W. N. SHAW,
C. S. Navy.

Report of Lieutenant-General Pemberton, C. S. Army, regarding reported conditions in the Mississippi River.

JACKSON, [MISS.], April 11, 1863.

Farragut captured steamboat *Clarke* at the mouth of the Red River yesterday. Reliable report from mouth of the Coldwater says 53

boats passed up that river up to 9 p. m. yesterday. Expedition from Greenville also retreated rapidly. Nothing very serious can happen in that quarter. Enemy abandoned and burned an ironclad gunboat, which, being aground at the mouth of Amite River, Lake Maurepas, was attacked by Colonel [J. M.] Simonton, First Mississippi Regiment. Scouts from near Memphis report, 9 a. m. on the 8th, in following words:

Enemy's force there about 7,000. It is said that all force down the Mississippi River to be brought up to make grand military depot at Memphis. Fifteen empty boats at landing. Enemy's line closed for sixty days.

So far enemy has gained nothing toward opening the Mississippi. Great strain on raft at Snyder's Mill; seriously endangered. No exertions will be spared to remedy evil should it occur.

J. C. PEMBERTON.

General S. COOPER.

[Endorsement.]

Respectfully submitted to his Excellency the President.

Letter from Commander Hunter, C. S. Navy, to Lieutenant Barney, C. S. Navy, upon the withdrawal of the former from Texas, transmitting lists of public property.

NEAR SMITHFIELD, POLK COUNTY, TEX., *April 13, 1863.*

SIR: Your letter of the 4th instant was received by me on the 9th, enclosing a letter to me from the honorable Navy Department, dated Richmond, January 10, 1863, directing me to transfer to you such enlisted men as I have under my command. In obedience thereto, I transfer to you (in charge of Captain William F. Rogers, late commander of the Confederate schooner *Dodge*) the enlisted men under my command, with the accompanying transfer list, exhibiting the statement of their accounts, date of entry, and period of service. Will you please receipt to Captain W. F. Rogers for these? He is ordered to return forthwith to this place, that there may be no delay in my earliest departure for Richmond, where I have been ordered to proceed.

Herewith I transmit you a list of public property belonging to the Navy Department of the Confederate States stored at the plantation of Major Hamilton Washington, volunteer aid to General Magruder, commander in chief of this military division, on Trinity River, Polk County, Tex., from whence this letter is dated, and for which Major Hamilton Washington has receipted to me.

I also transmit you herewith lists of public property stored at Aransas, Tex., and in charge of Collector D. M. Strapp, esq., at that place, belonging to the Confederate schooner *Dwight*, which the honorable Navy Department directed should be held subject to my order. I hereby transfer the same, subject to your order. I also have to inform you that two rowboats, with their oars and rudders, public property, are sunk in fresh water in a place called White Lake, about 3 miles above Lynchburg, on the San Jacinto River, there placed for safe-keeping and future use, when it became my duty to guard against their falling into the hands of the enemy after the capture of Galveston

and the enemy passed up Galveston Bay. Their precise location is known to Boatswain Chester Congdon, whom I transfer to your command.

As the senior and commanding naval officer in Texas, I hereby acquaint you with the position and furnish you with lists of all the public property which is under my control.

I am, very respectfully,

W. W. HUNTER,
Commander, C. S. Navy.

Lieutenant-Commanding J. N. BARNEY, C. S. Navy,
Senior Naval Officer Inland in Texas.

P. S.—Acting Midshipman W. N. Shaw is on leave for his health, at Richmond, Fort Bend County, Tex. I send you a statement of his accounts.

W. W. H.

[Enclosure.]

List of public property belonging to the Navy Department of the Confederate States left at the plantation of Colonel Hamilton Washington, on Trinity River, Polk County, Tex., by Commander W. W. Hunter, C. S. Navy.

POLK COUNTY, TEX., TRINITY RIVER, April 14, 1863.

- 1 box containing 2 compasses, crockery, etc.
- 1 box containing 2 signal lanterns, barometer, trumpet, etc.
- 3 boxes containing crockery, etc.
- 1 box containing quadrants, nautical books, etc.
- 1 box containing small breakers and sundries.
- 3 casks containing sundries.
- 1 box containing carpenter's tools.
- 1 box containing 22 pistols, 12 rifles, 11 cutlasses and belts, and box of cartridges.
- 1 box containing 8 Maynard rifles and sundry articles.
- 5 casks supposed to contain 300 pounds powder.
- 2 pieces lead pipe.
- 1 box containing fireworks, charts, etc.
- 1 cask of blocks.
- 1 cask containing sundries.
- 6 water buckets, 1 bundle brass rods.
- 1 lot life-preservers, 1 lot old rope.
- 3 sets boat's cushions, 3 sets sails.
- 2 tents, 2 hand pumps.
- 1 lot cooking utensils.
- 2 bags signals, 1 bag curtains.

H. WASHINGTON.

Approved.

W. W. HUNTER,
Commander, C. S. Navy.

There was a chronometer, No. 42839, belonging to the schooner *Dodge*, naval property, which was delivered to Mr. Tipton Walker, for rating and safe-keeping.

Mr. Walker is to be found at the engineer's office at Houston. Mr. [James] Sorley, collector at Galveston, has in his possession a Maynard rifle, naval property, belonging to the schooner *Dodge*. Said rifle was

loaned him by Captain Rogers, of the schooner *Dodge*, and has not been returned.

W. W. HUNTER,
Commander, C. S. Navy.

Order of Commander Hunter, C. S. Navy, for the transfer of seamen to the C. S. S. Harriet Lane.

POLK COUNTY, TEX., April 14, 1863.

Captain W. F. Rogers will proceed from this place in charge of a draft of seamen in the C. S. Navy and deliver the same safely, with their accounts and the accompanying package, to Lieutenant-Commanding John [Joseph] N. Barney, C. S. Navy, commanding C. S. S. *Harriet Lane*, or to the commanding officer, and return forthwith to this place.

Respectfully,

W. W. HUNTER,
Commander, C. S. Navy.

Letter from Commander Hunter, C. S. Navy, to Major-General Magruder, C. S. Army, announcing his detachment from duty in Texas.

TRINITY RIVER,

Near Smithfield, Polk County, Tex., April 15, 1863.

SIR: I have the honor to inform you that I have received at this place, on the 9th instant, orders relieving me from duty with the Army and directing me to report in person to the honorable Secretary of the Navy, in Richmond, Va., and also on the same day orders from the honorable Navy Department "to transfer to Lieutenant J. N. Barney, C. S. Navy, such enlisted men in the naval service as I may have under my command, to serve on board the C. S. S. *Harriet Lane*." Availing myself of the earliest occasion, in obedience to the same, I have this day transferred to the C. S. S. *Harriet Lane* all the enlisted men in the naval service under my command, and on the return to this place of the officer charged with the safe delivery of these, with a receipt for the same, I will proceed forthwith to Richmond with Captain W. F. Rogers under my command, whose presence at Richmond is necessary to the settlement of naval disbursements on this station.

I am, very respectfully,

W. W. HUNTER,
Commander, C. S. Navy.

Major-General JOHN B. MAGRUDER, C. S. Army,
Comdg. Military Dept. of Texas, New Mexico, and Arizona.

Report of Commander Hunter, C. S. Navy, acknowledging orders detaching him from special duty under the War Department.

TRINITY RIVER,

Polk County, Tex., April 15, 1863.

SIR: I acknowledge the receipt of your Special Order No. 33, relieving me from duty with the Army and directing me to report in person

to the honorable Navy Department, in Richmond, Va., which reached me at this place on the 9th instant.

I am, very respectfully,

W. W. HUNTER,
Commander, C. S. Navy.

Colonel JOHN WITHERS,
Assistant Adjutant-General, Richmond, Va.

Report of Commander Hunter, C. S. Navy, regarding orders received detaching him from special duty under the War Department.

TRINITY RIVER,
Polk County, Tex., April 15, 1863.

SIR: I have the honor to acknowledge the receipt of your order of the 10th of January, 1863, which did not reach me until the 9th instant, at this place, directing me to transfer the enlisted men under my command to the C. S. S. *Harriet Lane*. I have this day, by the first available means of transportation, transferred these to Lieutenant Commanding John [Joseph] N. Barney, C. S. Navy, whom I have also furnished with an inventory of all public property under the Navy Department which is under my control in Texas.

On the 9th instant, with your order above alluded to, I received an order from Assistant Adjutant-General John Withers, relieving me from duty with the Army, and directing me to report in person to you at Richmond, Va. In obedience to the same I shall proceed thither.

I am, very respectfully,

W. W. HUNTER,
Commander, C. S. Navy.

Hon. S. R. MALLORY,
Secretary of the Navy.

[Telegrams.]

Where is the enemy's fleet?

JACKSON, *April 16, 1863.*

Major-General GARDNER,
Port Hudson.

J. C. PEMBERTON.

PORT HUDSON, *April 16, 1863.*

The enemy's upper fleet is beyond the point just above Port Hudson. *Essex*, sloop of war, and *Monongahela* below the bend.

FRANK GARDNER.

Lieutenant-General PEMBERTON, *Jackson.*

JACKSON, *April 16, 1863.*

Move the guns I spoke of at once, and I will send a 7-inch rifled and 10-inch columbiad to replace them.

J. C. PEMBERTON.

General C. L. STEVENSON, *Vicksburg.*

JACKSON, *April 16, 1863.*

To what extent has raft been destroyed? Will it admit passage? Defer the movement of Vaughn's brigade until further orders.

J. C. PEMBERTON.

General C. L. STEVENSON, *Vicksburg.*

JACKSON, *April 17, 1863—2:30 a. m.*

Five gunboats have passed down by Vicksburg.

J. C. PEMBERTON.

General FRANK GARDNER, *Port Hudson.*

Transfer list of persons in the Confederate naval service by Commander W. W. Hunter, C. S. Navy, to Lieutenant Barney, C. S. Navy, commanding C. S. S. Harriet Lane.

TRINITY RIVER,
Near Smithfield, Polk County, Tex., April 13, 1863.

Name.	Rating.	Date of entrance.	Period of service.	Expiration of service.	Pay per month.	Date of last payment.
Chester Congdon	Boatswain....	Apr. 1, 1863	1 year ..	Apr. 1, 1864	\$30	Apr. 1, 1863
Henry Sternhoff	Carp's mate ..	July 5, 1862	do....	July 15, 1863	25	Do.
John McCann.....	Seaman	Apr. 1, 1863	do....	Apr. 1, 1864	18	Do.
William Bejio.....	do	do	do	do	18	Do.
Samuel Botts	do	Mar. 1, 1863	do	do	18	Do.
Francis Delbrel.....	do	July 1, 1862	do	July 1, 1863	18	Do.

W. W. HUNTER,
Commander, C. S. Navy.

Received April 18, 1863, from Commander W. W. Hunter, C. S. Navy, the above-stated persons with their accounts.

J. N. BARNEY, C. S. Navy,
Lieutenant, Commanding C. S. S. Harriet Lane, Galveston Bay.

Letter from Lieutenant Barney, C. S. Navy, to Commander Hunter, C. S. Navy, referring to the probable disposition of the C. S. S. Harriet Lane.

C. S. S. HARRIET LANE,
Galveston Bay, April 18, 1863.

MY DEAR CAPTAIN: I have just received your very kind letter of 13th instant, and thank you for the hints.

I, fortunately, was ordered here for the purpose of taking this ship to sea, and so have not been placed under the military authorities.

Finding that I could not get the ship to sea, and could be of no service here, I applied to be detached, and think orders to that effect are now on their way here. Most probably the ship will be turned over to General Magruder. In that case, if you think best, the property at Colonel Hamilton's had better be left there, subject to the orders of the Navy Department. I think it likely the men I have will be transferred to the gunboat building at Shreveport, La., by Lieutenant J. H. Carter, of the Navy.

I congratulate you on being relieved from duty in this part of the country, and hope soon to follow you to Virginia. I enclose a note to my wife, which I will thank you to mail in Richmond. I do not know where she is now. I was sorry to hear of the death of your namesake Midshipman W. W. Hunter, son of Thomas H.

Congress has a bill to make three grades of admirals and commodores in addition to the present grades—half the promotions to be made by seniority and half for gallant services. I have given Mr. Congdon leave, and he has gone to visit his wife. As Captain Rogers is waiting for this, I must close. It will give me much pleasure to meet Colonel Washington.

Very truly, yours,

J. N. BARNEY.

Captain W. W. HUNTER, C. S. Navy.

Letter from Lieutenant Barney, C. S. Navy, to Commander Hunter, C. S. Navy, requesting instructions regarding disposition of public property.

C. S. S. HARRIET LANE,
Galveston Bay, April 18, 1863.

SIR: I have received your letter of 13th instant, enclosing transfer list of men and lists of articles belonging to the Navy at Colonel H. Washington's plantation and on board surveying schooner *Twilight*. I have receipted to Captain Rogers for the men and their accounts.

It may be proper to inform you that I am informed by telegraph from the honorable Secretary of Navy that orders for me are on the way to this place. These orders will probably detach me from this ship and order me elsewhere. Should this be the case, I propose making the same disposition of the public property turned over by you as I am directed to do with this ship, unless you prefer that some other course should be adopted. In that case I will be glad to have your views upon the subject.

Very respectfully, your most obedient,

J. N. BARNEY,
Lieutenant, Commanding.

Commodore W. W. HUNTER, C. S. Navy.

Letter from Lieutenant Barney, C. S. Navy, to Chief Engineer Sulakowski, C. S. Army, requesting the return of men transferred from the C. S. S. Harriet Lane.

HARRIET LANE,
Galveston Bay, April 20, [1863].

COLONEL: I regret to be obliged to call upon you to send back the men belonging to this ship. I have received orders to turn over the ship to the commanding general and to send the men to Red River. I therefore request that the men be sent back to the ship by Friday, 23d instant. Mr. McDermont will receive orders to this effect.

Very respectfully, your most obedient,

J. N. BARNEY,
Lieutenant, Commanding.

Colonel V. SULAKOWSKI,
Chief Engineer, Galveston.

Letter from Lieutenant Barney, C. S. Navy, to Brigadier-General Scurry, C. S. Army, regarding the transfer of a crew to Lieutenant Carter, C. S. Navy, at Shreveport, La.

C. S. S. HARRIET LANE,
Galveston Bay, April 21, 1863.

GENERAL: I am ordered by the honorable Secretary of Navy to turn over this ship to Major-General Magruder.

I am further instructed to transfer all the men of the "Navy proper" to Shreveport, La. Whether the men who have been discharged from the Army and enlisted by me for the Navy come within this order I can not determine. But I am unwilling, without your sanction, to send away men who have been discharged from the Army for the specific purpose of serving in this ship.

I have recently received a letter from Lieutenant Carter, of the Navy, in command of the vessel at Shreveport, requesting me to try to get him a crew here. Unless you object, I would send to Lieutenant Carter such of the men who came from the Army as are willing to go. Of these there are about 30, and I hope, general, that you will consent to this arrangement. The public service will, I think, be promoted thereby. At least, I beg that eight or ten firemen be allowed to go, as that class is indispensable in a steamer, and very difficult to procure.

This will be handed you by Lieutenant W. B. Hall, who is to take charge of the detachment to go to Shreveport. He will have 40 officers and men of the Navy, and should you consent to the transfer of the others, 70 in all.

I would ask for Lieutenant Hall such assistance for the transportation and subsistence of his party as it may be in your power to render; and which will add to the obligations I am already under for many acts of kindness rendered me by the military authorities of this district.

I will be ready to turn over the ship to whomever you may appoint to receive her at an early day next week, depending upon the arrangements made by Lieutenant Hall, and of which he will inform you.

I would ask the favor of a steamer to convey the party to Houston on that day.

I am, general, very respectfully, your most obedient,

J. N. BARNEY,

Lieutenant Commanding, C. S. Navy.

Brigadier-General W. R. SCURRY,

Commanding District Texas, etc., Houston.

[Telegram.]

HEADQUARTERS DEPARTMENT TRANS-MISSISSIPPI,

Alexandria, La., April 22, 1863.

(Received April 29.)

GENERAL: The enemy are advancing rapidly upon Alexandria. Taylor is left with but a handful of men, and I have no hope of reinforcements reaching us in time to check him. Butte-à-la-Rose is in his possession, and this opens the Atchafalaya and a passage for his

gunboats from the Gulf [of Mexico] to the Red and Mississippi rivers, though I am not officially informed of any having passed up. Our boats *Queen of the West* and *Diana* were lost in Taylor's operations in Grand Lake, and we are consequently without means of preventing his occupation of this district.

I am, general, respectfully, your obedient servant,

E. KIRBY SMITH,
Lieutenant-General, Commanding.

Lieutenant-General J. C. PEMBERTON,
Commanding, etc., Jackson, Miss.

Report of Captain Faries, C. S. Army, regarding engagement at Fort Bisland, West Louisiana, April 10-18, 1863.

FARIES' BATTERY, P. L. A.,
In the Field near Lecompte, Rapides Parish, La., April 22, 1863.

SIR: I have the honor to report that I left camp at Bisland with this battery on Friday morning, the 10th of April instant, crossing to the east bank of Bayou Teche by Palfrey's Bridge, and moved to the line of proposed fortifications on the skirt of the woods extending from the Teche to the swamp on Grand Lake, and took position as follows: The right section (two 3-inch rifle guns), under First Lieutenant B. F. Winchester, in the redoubt on the extreme left of the line near the swamp; the left section (two 12-pounder field howitzers), under Lieutenant J. R. Winchester, on the left of the center of the line of battle, near the bayou, and the extreme right of the left wing, commanded by Brigadier-General Alfred Mouton; the center section (two 6-pounder bronze smoothbore guns) under Second Lieutenant Oscar Gaudet, was posted midway between the right and left sections. The six pieces remained in battery, as stated, until night on Saturday, the 11th instant, when the battery was moved forward to the new line of works then in course of construction, about 450 yards in advance of the line first occupied. To connect with the redoubt on our extreme left, before referred to, it became necessary to run the line of works at an angle from the center of this line to the redoubt. This redoubt was constructed with platforms for four field guns.

The right or rifle section was posted near the center of the new line of defense. The left section took position immediately in front of its original position. The center section moved forward on the plantation road through the cane field that lay between the right and left sections.

Early after noon, on Sunday, the 12th of April, the battery opened on the enemy's advancing cavalry and artillery, firing 97 rounds of spherical case and shell with such effect as to cause the force in our front to retire hastily. The firing was continued with intervals for nearly two hours. About dusk the ammunition chests were all refilled.

A section of Captain Cornay's St. Mary's battery, composed of two 12-pounder bronze field howitzers, under Lieutenant Oscar Berwick, had reported to me on the morning of the 12th instant. This section was placed in the redoubt on the left of the line, where it remained without firing until the morning of the 13th, when I ordered Lieutenant Berwick to report with his section at headquarters, on the west bank of the Teche.

No casualties occurred during the firing on Sunday, the 12th instant.

About 10 o'clock on Monday morning, the 13th instant, the enemy made their appearance along our entire front, advancing in four lines of battle, with artillery in advance of infantry. This battery opened first with howitzers on the right, near the bayou. Soon after the entire battery of six pieces commenced firing, which was continued at intervals until after dark, under a very severe fire from the Yankee batteries on both sides of Bayou Teche, accompanied the whole of the afternoon with a continuous shower of Minié balls from the enemy's skirmishers and sharpshooters.

I beg leave to make a detailed report of the three sections composing this battery.

The rifle section, under Lieutenant B. F. Winchester, commenced firing about 10 o'clock a. m., and continued with occasional intermissions during the forenoon, directing its fire against the enemy's cavalry and artillery. During the afternoon the firing was more continuous from this section, as the enemy brought more of their pieces to bear on it. Later in the afternoon it was under very severe fire from artillery and sharpshooters, the latter having advanced within 400 yards of our line, and kept up an incessant shower of Minié balls over the low breastworks, hastily thrown up, which were not high enough to protect cannoneers or horses. The rifles still continued to return the fire, all the men, including the sergeants and corporals, taking turns with the sponge staff, and only resting occasionally on their knees from sheer exhaustion, and frequently sponging and loading these rifles in this position.

Lieutenant B. F. Winchester and all the men of his section acted with distinguished bravery and coolness under a long-continued and concentrated fire, to which they responded until long after dark.

The casualties in rifle section were 1 man killed (Private Fortier) and 3 slightly wounded; 9 horses killed and 6 wounded.

The left or howitzer section, under Lieutenant J. R. Winchester, on the extreme right of General Mouton's line, near the east or left bank of Bayou Teche, commenced firing at 10 o'clock on the morning of the 13th of April, firing at intervals until afternoon, when its fire was more continuous and effective. The enemy having moved up nearer our line, this section was under a fire from the front and right flanks, the last from the batteries of the enemy on the west bank of the Teche. It continued firing until after nightfall, alternating from right to left bank of the bayou, often enfilading with spherical case the enemy's three or four lines of infantry and their batteries on the west bank. Here also the cannoneers, to protect themselves from the incessant fire of the Yankee sharpshooters, sponged and served the pieces kneeling. Lieutenant J. R. Winchester and all the men of his section behaved with their accustomed coolness and gallantry. Lieutenant J. R. Winchester, by my order, was compelled to abandon one of his caissons, which was so damaged by shot as to be unserviceable. He succeeded in hauling it to Palfrey's Bridge, where, after destroying the cartridges, the caisson was run off the bridge and sunk in the center of the bayou.

Casualties in left section: 2 men wounded, 1 seriously; 12 horses killed.

The center section on the 13th instant was commanded by Senior Second Lieutenant S. R. Garrett, who had reported for duty on the

night of the 12th. He was assisted by Second Lieutenant Oscar Gaudet, chief of the line of caissons. The two 6-pounder bronze smoothbore guns of this section opened at 10 o'clock a. m. on the advanced infantry of the enemy and Federal battery on their right. At 11 o'clock a. m. I ordered this section to the left of the line, between the rifle section and the redoubt, on the extreme left, as I had been informed by General Mouton that the enemy was massing his infantry on our extreme left, where the [Seventh?] Regiment Texas Cavalry, under Colonel A. P. Bagby, had been for some hours skirmishing heavily with the enemy. This section remained near the extreme left for two hours, during which time they were under a very severe and continuous infantry and artillery fire in their front, and from an enfilading fire from a Federal rifle battery on the west bank of the Teche, which killed 9 and wounded 5 horses. Up to this time 3 men had been wounded. The enemy having been driven back on the left by the united efforts of this section and the command of the gallant Bagby, who was severely wounded, as soon as the harness could be taken from the dead horses, the right piece was ordered, under Lieutenant Garrett, to return to its former position on the right of the rifle section, where he fired until dusk, when a solid shot from the enemy's rifle battery on the west bank of the Teche cut the tire and felly of the right wheel of the carriage, instantly killing Acting Gunner Private Joseph Landry, who, with his hands on the elevating screw, was in the act of aiming the piece; at the same time a shower of Minié balls continued to pass over the slight earthworks. The disabled wheel was at once exchanged for the spare wheel from the caisson, and the piece continued firing with canister until after dark. The other piece of the center section, under Lieutenant O. Gaudet, remained on the left of the rifle section and continued to fire until dark, under a very severe fire from the artillery and sharpshooters of the enemy, when it was moved to the extreme left of the line and took position in the redoubt, covering the position of the [Seventh?] Regiment Texas Cavalry, Colonel A. P. Bagby, in its front.

The conduct of Lieutenants Garrett and Gaudet and the men of the center section was marked by the most becoming coolness and gallantry.

Casualties in center section: 1 man killed and 4 wounded; 9 horses killed and 5 wounded.

This battery remained in position until 2:30 o'clock a. m. on the morning of the 14th of April, when I received the order from you to retire toward Franklin, 13 miles in our rear, which place was reached soon after sunrise on the 14th instant. By direction of General Taylor, the commander in chief, I then sent the rifle section, under Lieutenant B. F. Winchester, to report to General Mouton, above Franklin, where some 4,000 of the enemy had landed on the lake shore for the purpose of turning our position at Bisland, which was not prevented by a small force sent from our lines the night of the 12th instant. I proceeded with the other four pieces by the road called the "Cut-off," and at Jeanerette, that night, was rejoined by the rifle section. Here the right and left sections took position in battery, commanding the road through the prairie, to cover the passage of our wagon train. On the morning of the 15th instant the battery moved forward up the bayou road to Nelson's plantation, where the rifle section was again detached with the rear guard, composed of Sibley's

brigade of Texas cavalry, all under Colonel Tom Green. The rifle section remained at Nelson's until 3:30 o'clock on the morning of the 15th, when it moved forward, passing through New Iberia at daylight. In the meantime the other two sections had passed through New Iberia. The rifle section was relieved by a section of Cornay's Louisiana battery 2 miles above New Iberia. The battery went into park and encamped at old Camp Pratt, above Spanish Lake, on the night of the 15th instant. Marching on the 16th, crossed the prairie some 20 miles to Vermilion Bridge, crossing which, encamped on the west bank until the afternoon of Friday, the 17th instant, when the right and left sections moved forward, passing through Vermilionville, leaving the center section, under Lieutenant O. Gaudet, in battery, posted with a section of Captain Sayers' Valverde Battery, Lieutenant [William] Smith covering the Vermilion Bridge and commanding the prairie beyond. About 2 o'clock p. m., the enemy having thrown a body of sharpshooters in several houses on the right of the bridge, in the prairie on the east bank, supported by cavalry and artillery, the sharpshooters were dislodged, and retired after Lieutenant Gaudet had fired 13 rounds of spherical case. The enemy's artillery shelled Lieutenant Gaudet's position until night closed in, but without effect, his pieces and caissons being protected by a heavy growth of timber, and the enemy's shells exploding too high and in his rear.

Casualties in the center section on the 17th of April: 1 man slightly wounded; 1 horse crippled and abandoned.

Soon after night Lieutenant Gaudet retired his section and, marching all night, rejoined the battery at Opelousas, 20 miles distant, on the morning of the 18th instant.

It becomes my duty, and it affords me much pleasure, to report an act of resolute gallantry on the part of Corporal Ganier and Sergeant A. Kroll, both of Captain S. A[lexander] Poche's Company B, Eighteenth Louisiana Volunteers. On the afternoon of the 13th of April, when the fire from the enemy's artillery and infantry was hottest, all of the drivers of a caisson of the center section having been wounded, the team of four horses—two having been killed—took fright and ran over the cane field in rear of the battery, for some time closely pursued by these two intrepid soldiers, until the horses became sufficiently exhausted to allow themselves to be secured, when these two men alone restored the caisson to its position in rear of its piece. Both of the horses of the chiefs of pieces had been killed, and none of the cannoneers could be spared from their posts.

Five hundred and fifteen rounds of ammunition were fired by this battery on the 12th and 13th of April, at Bisland.

Total casualties: 2 men killed, 10 men wounded, 2 severely; missing 5, captured on hospital boat *Cornie*, sick; wounded, 13; detailed as pilot and engineer on gunboat *Diana*, captured, 2. Total horses killed, 33; wounded 11.

I am, major, very respectfully, your obedient servant,

T. A. FARIES,

*Captain, Comdg. Battery, Acting Chief of Artillery,
(Mouton's) First Brigade Louisiana Infantry.*

Major J. L. BRENT,

Chief of Artillery, District of Western Louisiana.

Letter from Commander Hunter, C. S. Navy, to Lieutenant Barney, C. S. Navy, advising regarding the disposition of public property.

TRINITY RIVER,
Near Smithfield, Polk County, Tex., April 23, 1863.

SIR: I have received your letter of the 18th instant. I will leave for Richmond, Va., with Captain W. F. Rogers, late commanding schooner *Dodge*, by the first conveyance. I think it my duty to suggest to you that, as the public property at Colonel Hamilton Washington's is strictly naval, and may be of the very greatest use where it is for defense of this important locality, you will allow it to remain where it is, in charge of Colonel Hamilton Washington, he having receipted to me for the same with that view. I did not ask you for a receipt, but simply informed you of its position, lest it might be useful to your command. I do not consider that you are at all required to turn it over to the military authority, as you have in no way made yourself responsible for it.

Wishing you every happiness and success,

I am, truly and respectfully,

W. W. HUNTER,
Commander, C. S. Navy.

Lieutenant Commanding JOSEPH N. BARNEY, C. S. Navy.

Report of Major-General Taylor, C. S. Army, commanding District of Western Louisiana, regarding operations, April 9-23.

HEADQUARTERS DISTRICT OF WESTERN LOUISIANA,
Alexandria, April 23, 1863.

GENERAL: I have the honor to submit the following report of recent engagements with the enemy:

On Thursday morning, 9th instant, information was communicated to me by Colonel Gray, commanding at Camp Bisland, that the enemy, under cover of their gunboats, had crossed a small force from Brashear City to Berwick City, and that our pickets in the vicinity of Berwick had been driven in. Later in the day the same officer dispatched to me information that the enemy was in force at Brashear and was crossing troops to Berwick. This reached me while I was on my way to Butte-à-la-Rose for the purpose of hastening the departure of our gunboat fleet from that point, in order to place it in Grand Lake, with a view to operations against the enemy or protection of the several landings on that lake from his approach, as his movements might be developed. I immediately returned to Camp Bisland and moved Colonel Green's regiment, Fifth Texas Mounted Volunteers, to the front, throwing out a strong picket in advance, with orders to proceed as near Berwick as possible, to skirmish with the enemy, ascertain his strength, and retard his advance. Having given orders for the gunboats *Queen of the West*, *Grand Duke*, and *Mary T*, to rendezvous at Butte-à-la-Rose, and with utmost dispatch proceed down the Atchafalaya and Grand Lake, I sent one of my staff officers to hurry them down. * * *

On the morning of Saturday, the 11th instant, the enemy commenced seriously to advance. With an advance guard of five regi-

ments of infantry, several batteries of artillery, and a battalion of cavalry, he moved up in line of battle toward the upper mouth of the Bayou Teche, where he halted and encamped for the night. A gunboat accompanied this advance line and served as a support to its right flank. * * * The gunboat *Diana*, commanded by Lieutenant Nettles, of the Valverde Battery, heading down the stream on the line of our defenses. * * * Learning that a gunboat and several transports of the enemy had been seen in Grand Lake, Vincent's regiment was ordered about midday to proceed to Verdun's Landing and watch the movement of these boats, preventing them from making a landing at that point, which was only 4 miles to the left and rear of our position.

Shortly after the close of this engagement I received information that 5 of the enemy's gunboats, with several transports, towing barges and flats crowded with troops and artillery, had gone up Grand Lake and were lying off Hudgins Point, when Vincent's regiment, reinforced with another section of Cornay's battery, was ordered to that point, with instructions to prevent, if possible, a landing by the enemy at Hudgins and Charenton. * * * By leaving a small force behind our earthworks I was satisfied that the other troops, assisted by the *Diana*, moving down the bayou on a line with the attacking column on the west bank of the bayou, could drive the enemy back, throw him in confusion, and render it necessary for him to withdraw the force which he was endeavoring to land in our rear to the assistance of his army in our front. * * * I returned to our front about daylight, and was informed by a Major Brent and Major Levy of the failure of Brigadier-General Sibley to organize the attack.

Lieutenant Nettles, who had commanded the *Diana* up to Monday morning, and had handled her with great skill, was at that time forced to retire, on account of severe illness, and Captain Semmes, of the artillery, was placed in command of her.

About 11 o'clock on Monday, the 13th, the enemy displayed in our front, on both sides of the bayou, at least 14,000 men, and advanced with a show of confidence upon our earthworks. A fierce combat was kept up until sundown. * * * Our artillery wasted no ammunition, but opened on the advancing line of the enemy whenever they attempted to force our works. A battery of Parrott guns concentrated their fire upon the *Diana*, which, under Captain Semmes, was pouring its fire upon the center of the advancing line, when a shell from a 30-pounder Parrott siege gun penetrated the plating in front of the boilers, exploded in the engine room, deranged a portion of the machinery, and killed 2 men—the chief and one of the assistant engineers—and wounded 5 of the crew. This rendered it necessary for the *Diana* to fall back beyond the range of the enemy's guns and repair damages, which occupied the remainder of the day, and was completed only at about midnight.

[April 14].—Having repulsed the enemy, and holding him in check, I ordered the gunboat *Diana* to move up above Franklin and take position on the right of our line, so that her guns would sweep the

fields and woods which the enemy had held, and placing Brigadier-General Mouton in command of the troops who were in line at McKerall's field, I repaired to Franklin and pressed forward the train and troops then just arriving on the "Cut-off" road from Franklin to New Iberia.

* * * * *

With great coolness and steadiness Colonel Green retired slowly before the heavy advance guard of the enemy. * * * I had given the necessary orders for the withdrawal of the troops under command of Brigadier-General Mouton, the abandonment of the *Diana* by Captain Semmes and his crew, and the burning of that vessel before Colonel Green, with the rear guard, came into the town of Franklin, at the upper end of which town the "Cut-off" road commenced. But, as I have since learned, Brigadier-General Sibley, without communicating his intention to me, although I was in Franklin at the time, dispatched one of his staff officers to Colonel Green with an order to fall back at once through Franklin or the enemy would take possession of the road above at a point known as Harding's Lane and cut him off. In obedience to that order Colonel Green immediately fell back through Franklin into the "Cut-off" road, set fire to the bridge on the road, taking it for granted that all the other troops had passed over. Brigadier-General Mouton, with his command, then retired, the general and his staff crossing the bridge while it was burning. Captain Semmes held the *Diana* in position, faithfully discharging his duty, and set her on fire only when General Mouton had fallen back. Thus, by the unjustifiable and careless order of General Sibley, the escape of Captain Semmes and his crew, as prearranged, was prevented, and I fear that he and the greater portion of the crew have become prisoners.

At about 9:30 o'clock a. m. all the wagons and troops had passed through the town of Franklin, and as the rear of General Mouton's command left the upper portion of the town the advance guard of the enemy entered the lower portion. At Franklin the steamboats which had been in the Lower Teche and used for transportation of troops and stores were burned to prevent them from falling into the hands of the enemy, with the exception of the steamer *Cornie*, on which the sick and wounded had been removed from Camp Bisland, and the unheard of plan was adopted of attempting to pass the boat with the sick and wounded on board through the enemy's lines under a hospital flag, although I had given orders for a sufficient number of vehicles to be in readiness at Franklin to transport the sick and wounded by land to a place of safety. This course was adopted by Chief Surgeon Parrish, under orders from Brigadier-General Sibley, and, of course, the boat and those on board fell into the enemy's hands. * * * I was compelled to order the destruction of the gunboat *Stevens*, below New Iberia; she was in charge of the Navy Department, and under command of Lieutenant Humphreys, C. S. Navy. That officer reporting to me that she was in an unfinished condition and unfit for action with the enemy, there being no means of getting her out of reach of the enemy, I ordered her to be sunk as low down the bayou as possible, so that she would afford an obstruction to the enemy's boats ascending. This order was not carried out as given by me, but she was sunk about 2 miles below New Iberia, when she might have been sunk 5 or 6 miles lower.

* * * * *

In all our engagements with the enemy and during the fighting on the retreat, running through ten days, the conduct of officers and troops who participated therein can not be too highly extolled. * * *

Captain Semmes, in command of the *Diana*, and his crew conducted themselves with the greatest bravery and intrepidity, and deserve the highest encomiums.

* * * * *

I am, general, your obedient servant,

R. TAYLOR,
Major-General.

Brigadier-General BOGGS, *Chief of Staff.*

Letter from Major-General Gardner, C. S. Army, to Commander Macomb, U. S. Navy, commanding U. S. S. Genesee, declining a request for the withdrawal of families from the picket line.

HEADQUARTERS,
Port Hudson, La., April 26, 1863.

SIR: Your note of yesterday's date to the commanding officer of my picket opposite Thompson's Point has been forwarded to me.

In reply I have to state that I look upon your notice for families to withdraw from the vicinity of the pickets as merely indicating an intention of destroying houses and other private property on the river, as such has been the mode of warfare adopted by the United States forces when they have failed upon an attack upon the batteries as stations of troops.

My pickets are posted without reference to houses in their vicinity, and as it is not the intention to consult the commander of the United States steamer *Genesee* as to their position they will not be withdrawn upon any threats from him.

I am, sir, very respectfully, your obedient servant,

FRANK GARDNER,
Major-General, Commanding C. S. Forces.

COMMANDING OFFICER U. S. S. GENESEE,
Mississippi River.

Report of Lieutenant-Colonel Logan, C. S. Army, regarding the attack by Federal gunboats upon Fort Beauregard.

FORT BEAUREGARD,
Harrisonburg, [La.], May 10, 1863.

CAPTAIN: Four Federal gunboats came up this morning at 2 o'clock. They anchored at the mouth of the Bushley, and immediately sent a flag of truce. I dispatched Captain Benton and Lieutenant Blanchard to meet the flag and state that I hold the fort forever. Lieutenant [William W.] Fowler represented the Federal Government. He informed us that Commodore [Selim E.] Woodward commanded the fleet, and demanded the unconditional surrender of the fort and its surroundings. If we did not accede to the command they would give us one hour to move the women and children out of the town.

Captain Benton responded that the only answer he could give was that the fort would be defended at all hazards, and that the women and children were already moved.

The flag of truce returned, and an hour afterwards three of the gunboats began shelling. They fired 150 shots, but have done no damage, only knocking up some of the parapet. They have destroyed one house in the town.

We have fired but few shots, as they are a little out of range, and are awaiting for them to approach us to give them their deserts. Our firing is accurate, but falls short, and therefore I shall fire no more until they come nearer.

Lieutenant Carter has this instant been seriously wounded.

We should have more troops between here and Alexandria.

I shall hold the fort with God's blessing.

Your obedient servant, in haste,

GEORGE WM. LOGAN,

Lieutenant-Colonel, Commanding Post.

Captain SAMUEL BOYER DAVIS,

Assistant Adjutant-General, Monroe, La.

P. S.—6:15 p. m.: The enemy has shelled us steadily until this time, but has this instant retired, I suppose, for a little rest.

[Telegram.]

YAZOO CITY, *May 20, 1863.*

Inform General Johnston that enemy's gunboats are reported ascending the Yazoo, and from their position at sunset may be expected to reach Yazoo City by noon to-morrow.

I. N. BROWN, C. S. Navy.

W. W. RUCKER,

Commanding Post.

Letter from a committee at Mobile to Admiral Buchanan, C. S. Navy, in behalf of refugees from New Orleans.

MOBILE, *May 20, 1863.*

ADMIRAL: The undersigned have been appointed a committee on behalf of Louisianians now in Mobile to take such steps as shall secure the early transportation to this city of their unfortunate fellow-citizens who have been exiled from New Orleans as "registered enemies," and who are now, to the number of several thousand, including old men, women, and children, at or on the way to Pascagoula.

It is evident to you, admiral, that the distance by land to that point, and the difficulty of obtaining conveyance, carriages, wagons, etc., is such that several weeks would be consumed in the removal, during which delay great inconvenience and suffering would result.

It has occurred to us that, under cover of a flag of truce, permission could be obtained from the enemy's fleet off Mobile for the passage to and fro of a steamer from this city, to bring away the refugees, which could thus be effected speedily and with comfort, and we take the liberty of requesting from you, sir, if compatible with your sense of

official propriety, such communication with the enemy as would lead to the result desired.

With high regard, your obedient servants,

J. D. B. DE BOW.
E. D. FENNER.
J. BENSADON.

Admiral BUCHANAN, C. S. Navy,
Commanding, Mobile.

Letter from Admiral Buchanan, C. S. Navy, to a committee at Mobile, acceding to their request in behalf of refugees from New Orleans.

NAVAL COMMANDANT'S OFFICE,
Mobile, Ala., May 20, 1863.

GENTLEMEN: Your communication of this date I have received. I can fully appreciate your desire to alleviate the sufferings of your unfortunate fellow-citizens who have been so cruelly exiled from their homes by our unfeeling Yankee enemies. I will communicate by flag of truce with the commander of the blockading fleet, and ascertain if your wishes can be complied with. I have but little hope, however, that any act to relieve the distress of men, women, and children will be granted by such people.

I am, very respectfully, your obedient servant,

FRANKLIN BUCHANAN,
Admiral, etc.

Messrs. J. D. B. DE BOW, E. D. FENNER, and J. BENSADON.

Letter from Commander Hunter, C. S. Navy, to Admiral Buchanan, C. S. Navy, regarding the case of refugees from New Orleans.

FORT MORGAN, *May 21, 1863.*

ADMIRAL: I have communicated with the enemy's fleet. Captain Goldsborough declines acceding to your wishes; says he has orders not to suffer anything to pass the bars; but will at once send for instructions to his admiral, and send you his decision under flag of truce.

THOMAS T. HUNTER,
Commanding, C. S. Navy.

Admiral F. BUCHANAN.

Report of Brigadier-General Bee, C. S. Army, announcing the arrival of the steamer Queen of the Sea from London.

BROWNSVILLE, [TEX.], *May 22, 1863.*

MY DEAR SIR: The steamer *Queen of the Sea* [Seu *Queen*], twenty-six days from London, is in. She is the consort of the *Peterhoff*, and brings a most valuable cargo for the Government.

* * * * *

H. P. BEE.

Major-General J. B. MAGRUDER.

Order of Admiral Buchanan, C. S. Navy, to Lieutenant Harrison, C. S. Navy, regarding the location of torpedoes in Mobile Bay.

NAVAL COMMANDANT'S OFFICE,
Mobile, Ala., May 25, 1863.

SIR: I have been informed by Brigadier-General D. Leadbetter that ten or twelve torpedoes have been placed in the channel at Grant's Pass, extending from the battery westerly about gunshot range.

Some others have been placed in the blind channel a mile east of Spanish River battery, and on a line from that work running a little south of east. They will also be placed in the channels of Blakely and Apalachee rivers, below the new battery now building there, and in Garrow's Bend, south of the city. There is little occasion for boats or vessels to visit these locations, but should it become necessary to do so, I would recommend a previous reference to this office. It is likely that torpedoes will soon be placed at Fort Morgan also, extending from the west bank easterly toward the fort, so as to occupy three-fourths of the channel's width. It is desirable therefore that all vessels passing the fort keep close into the wharf and east bank for a considerable distance both north and south of the fort. This will cause little trouble and may prevent accident.

Very respectfully, your obedient servant,

FRANKN. BUCHANAN,
Admiral, etc.

Lieutenant Commanding GEORGE W. HARRISON, C. S. Navy,
C. S. S. *Morgan*, Mobile River.

Extract from report of the Secretary of the Navy.

On the 28th of May, 1863, Acting Master James Duke left Mobile with a launch and a crew and on the 8th of June boarded and captured at Pass à l'Outre the Federal steam propeller *Boston*, and put to sea. On the same day he captured the Federal barks *Lenox* and *Texana*, with assorted cargoes; burned them, and reached Mobile in safety with the *Boston* on the 11th of June, bringing the crews of the vessels—19 men—prisoners.

Letter from the C. S. agent at Havana to the Confederate commissioner at London, announcing the capture of blockade runner General Buckner, carrying Mr. Hobson, bearer of dispatches.

HAVANA, June 2, 1863.

MY DEAR SIR: I regret to inform you the *General Buckner*, the steamer on which Mr. Hobson (who carried dispatches from you for the Government) took passage, was captured near Mobile. Your dispatches were thrown overboard, and Mr. Hobson was sent to New York a prisoner. The *General Buckner* was our best blockade runner, and has since been fitted out as a gunboat to operate against us.

The trade between this and the Confederate States has greatly increased of late, and with two exceptions our steamers have been successful.

The news from the Confederacy is very cheering. The Yankees have been badly defeated at Vicksburg and Port Hudson, and the food question, which gave our people so much anxiety at one time, is no longer a hubble; but you get the news at London almost as soon as we get it here.

I have not heard from you for a very long time. I trust you are in good health and high spirits.

Very faithfully, your friend and obedient servant,

CH. J. HELM.

Hon. JAMES M. MASON, etc.,
London.

*Order of Major-General Magruder, C. S. Army, to Major Smith,
C. S. Army.*

SPECIAL ORDERS, } No. 150.	}	HEADQUARTERS DISTRICT OF TEXAS, NEW MEXICO, AND ARIZONA, <i>Houston, June 4, 1863.</i>
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* * * * *

XIV. Major Leon Smith, commander of the vessels on the coast, will at once cause all the gunboats now lying in these waters to be prepared for immediate action and directed to proceed to Galveston Bay for immediate use in defending Galveston.

The blockading fleet off Galveston having been increased by the addition of two gunboats, the fleet now being six gunboats and two frigates, renders this step necessary.

* * * * *

By command of Major-General Magruder:

EDMUND P. TURNER,
Captain and Assistant Adjutant-General.

Letter from Admiral Buchanan, C. S. Navy, to the Secretary of State, transmitting copy of instructions from the British minister at Washington to newly appointed consul at Mobile.

NAVAL COMMANDANT'S OFFICE,
Mobile, Ala., June 8, 1863.

SIR: I have the honor to forward to you a copy of a communication from Lord Lyons to Mr. Portz, the acting English consul at Mobile, which was shown me on the 5th instant when Mr. Cridland was officially presented to me by Mr. Portz.

Very respectfully, your obedient servant,

FRANKN. BUCHANAN,
Admiral, etc.

Hon. J. P. BENJAMIN,
Secretary of State, Richmond, Va.

[Enclosure.]

WASHINGTON, *April 30, 1863.*

SIR: This letter will be presented to you by Mr. Frederick J. Cridland, whom her Majesty's Government have directed to take charge

of her Majesty's consulate at Mobile with the character of acting consul.

Doubting not that in compliance with the request which I had the honor to make to you, and with the invitation which you at the same time received from the minister of France here, you were so good as to take the direction of her Majesty's consulate on the departure of Mr. [James] Magee, I now beg you to transfer the charge of it to Mr. Cridland.

I trust that you will allow me to offer you my best thanks for the services which I am confident you have rendered to British interests, and to say that my obligation will be much increased if you will be so kind as to present Mr. Cridland to the local authorities and to assist him in entering upon his functions as her Majesty's acting consul at Mobile.

I have the honor to be, sir, your most obedient humble servant,
 LYONS.

Monsieur PORTZ, etc.

*Report of Major Mason, C. S. Army, Chief of Marine Artillery,
 Department of Texas, regarding the condition of the gunboat fleet.*

HEADQUARTERS MARINE DEPARTMENT OF TEXAS,
 Houston, June 24, 1863.

CAPTAIN: In compliance with Special Orders, No. 164 (Paragraph XII), Headquarters District of Texas, New Mexico, and Arizona, Houston, June 18, 1863, I have the honor to report the following as the present condition of the gunboat fleet:

There are no gunboats on the station at Galveston; the *Bayou City* and *Diana* are both at Harrisburg, awaiting orders, and ready to steam up at a moment's notice. The *Bayou City* has no armament. I trust orders may be issued to provide her with guns at the earliest moment. The *Diana* has two brass 24-pounder howitzers, 50 rounds ammunition, in charge of Lieutenant [H.] Connor, and detachment of 20 men of Company B, Cook's regiment, artillery.

The *Uncle Ben* is engaged in removing obstructions at the mouth of the Sabine River. She is armed with two 12-pounder iron guns, 70 rounds of ammunition; one 12-pounder mountain howitzer, 23 rounds ammunition, in charge of Captain [K. D.] Keith, Company B, Spaight's battalion. The *J. A. Bell*, at Sabine Pass, has one 24-pounder iron gun, 50 rounds ammunition; one 12-pounder mountain howitzer, under Captain [F. H.] Odum, Company F, Cook's regiment, artillery. These men are well drilled and disciplined.

There is not sufficient space on the deck of the *Uncle Ben* to maneuver the two 12-pounder iron guns to advantage. I would respectfully request that, if possible, another gun be substituted; also, if practicable, long-range guns may be ordered to the *J. A. Bell* and *Bayou City*. The efficiency of all the boats would be greatly increased if it is possible to furnish them guns of heavier metal and longer range than those they now have in position.

The steamboats *John F. Carr* and *Mary Hill* are being fitted up at Lynchburg for service in Matagorda Bay. They will be ready in a few days.

I have the honor to be, captain, very respectfully, your obedient servant,

C. M. MASON,
Major and Chief of Marine Artillery.
 Captain EDMUND P. TURNER,
Assistant Adjutant-General, Houston, Tex.

[Endorsement.]

Why are both the gunboats *Bayou City* and *Diana* at Harrisburg? What number of men, what ammunition, and what small arms are on board or attached to each of the gunboats? There are no long-range or heavier guns to be spared for these boats except the Nichols guns, which may be used for this purpose on the gunboats in Galveston Bay. Major Mason will cause this to be done without delay; suitable detachments detailed. He will see that they are well drilled at these Nichols guns and will report upon the same as soon as they are so drilled, reporting in the meantime, his progress in carrying out this order.

J. BANKHEAD MAGRUDER,
Major-General, Commanding.

Report of Major-General Magruder, C. S. Army, giving the reasons for the return to Galveston of the guns of the C. S. S. Harriet Lane.

HDQRS. DIST. OF TEXAS, NEW MEXICO, AND ARIZONA,
Houston, Tex., June 25, 1863.

GENERAL: I have the honor to request that the lieutenant-general commanding will order the guns of the *Harriet Lane* to be returned to Galveston, in consideration of the following reasons:

I am reliably informed that the Red River is now so low that it will be impossible for the ironclad ram *Missouri* (now at Shreveport, and for which these guns are intended) to proceed below for some time, probably six months.

Besides, there is a probability of Galveston being attacked, and these guns, which can be of no service on the ironclad now, would materially assist in the defense of that city, where there is a great want of heavy guns. Lieutenant Wharton, C. S. Navy, is now en route for Shreveport with these guns, and I would respectfully request that he be ordered to return them to Galveston. If I am given two months' notice that the guns are wanted for the ironclad, I can have them removed from Galveston and transported to Shreveport.

* * * From the letter of Mr. Henry to Major Leon Smith, I infer that the *Missouri* is already armed, and, if such be the case, I respectfully request that these guns be ordered back, to remain in Galveston permanently. The importance of placing Galveston in a complete state of defense is so paramount that I suggest that my suggestions and requests may meet with the earliest and most favorable consideration.

I am, sir, very respectfully, your obedient servant,

J. BANKHEAD MAGRUDER,
Major-General, Commanding.

Brigadier-General W. R. BOGGS,
Chief of Staff.

Order of Lieutenant-General Smith, C. S. Army, to Major-General Magruder, C. S. Army, regarding the inspection and purchase of British war vessel.

HEADQUARTERS TRANS-MISSISSIPPI DEPARTMENT,
Shreveport, La., June 28, 1863.

GENERAL: This letter will be handed to you by Captain Fauntleroy, of C. S. Navy, who goes to Houston to confer with you in regard to the English war vessel reported to you off the mouth of the Rio Grande by Lieutenant-Colonel Gray.

The vessel should be examined, according to the usages of the Navy, by a naval officer. I have directed Captain Fauntleroy to inspect her thoroughly.

Should he report favorably you will take the necessary steps for the purchase with as little delay as possible, and Captain Fauntleroy will be placed in command.

Should she prove unsuitable for a war vessel it may be advisable to purchase her guns and have them placed at some point where they could be made available for the vessels of war being constructed by our Government in Europe.

Captain Fauntleroy will consult with you on the whole subject, and the result of your action, when reported to me, will be approved, and all the responsibility of the act assumed by me. Yet, if I knew of any naval officer in this department who was authorized to act in this matter, I would prefer his doing so.

Respectfully, yours, etc.,

E. KIRBY SMITH,
Lieutenant-General.

Major-General J. B. MAGRUDER,
Commanding, etc., Houston, Tex.

[Telegram.]

HEADQUARTERS TRANS-MISSISSIPPI DEPARTMENT,
Shreveport, La., June 29, 1863.

I am fully informed that an English vessel, with stores, under contract from the War Department, has arrived at Matamoras. This vessel, carrying six Whitworth guns, can be purchased. Will authority be given Captain Brent, commanding officer of the Navy here, to order the necessary detail of officers and men and to commission the vessel as a cruiser?

E. KIRBY SMITH,
Lieutenant-General, Commanding.

General S. COOPER,
Adjutant and Inspector General, Richmond, Va.

Report of Lieutenant-General Smith, C. S. Army, requesting the Department's authority for the commissioning of war vessel under inspection for purchase.

HEADQUARTERS TRANS-MISSISSIPPI DEPARTMENT,
Shreveport, La., June 29, 1863.

GENERAL: I have the honor to enclose a copy of a correspondence with Major-General Magruder upon the subject of the impressment

of cotton, and also concerning the purchase of a vessel of war arrived in the Rio Grande. I trust the course I have taken will meet with the approval of the War Department.

Captain Fauntleroy, C. S. Navy, has been directed to consult with General Magruder and then to inspect the vessel thoroughly, with a view to her fitness for war purposes and preliminary to the purchase. Should he report favorably, and the purchase be consummated, she will sail from the Rio Grande under the command of Captain Fauntleroy. It is desirable that the crew of the *Missouri* be transferred to her, and that she be commissioned as a cruiser before sailing, and I request that the necessary authority be given by the Navy Department. If this is acted upon without delay, so as to enable her to sail at once as a cruiser, advantageous results may follow.

Respectfully, your obedient servant,

E. KIRBY SMITH,
Lieutenant-General.

General S. COOPER,
Adjutant-General.

Letter from Lieutenant-General Smith, C. S. Army, to Major-General Magruder, C. S. Army, responding to request regarding the guns of the C. S. S. Harriet Lane.

HEADQUARTERS TRANS-MISSISSIPPI DEPARTMENT,
Shreveport, La., June 30, 1863.

GENERAL: I have the honor to acknowledge the receipt of your letter of the 25th instant, with enclosures.*

I am directed by Lieutenant-General Smith to say the statements of Mr. Fleury concerning the guns convey a false impression. The gunboat *Missouri* has no guns whatever. At the present time there are but two heavy guns—those captured on the *Indianola*—in the district of Louisiana and Arkansas.

The guns of the *Harriet Lane* are not designed exclusively for the *Missouri*, nor will they be used on her until such time as it may appear advantageous.

* * * * *

I remain, general, very respectfully, your obedient servant,

W. R. BOGGS,
Brigadier-General and Chief of Staff.

Major-General MAGRUDER,
Commanding District of Texas.

Report of Brigadier-General Green, C. S. Army, commanding cavalry brigade, of operations in the vicinity of Berwick Bay, June 22-24, 1863.

HEADQUARTERS FIRST CAVALRY BRIGADE,
Near Panco [Paincourtville], on the La Fourche, June 30, 1863.

GENERAL:

* * * * *

* Not found.

On the night of the 22d instant, in accordance with orders, I moved to Cochran's sugar house, 2 miles distant from the [Berwick] Bay. * * *

At dawn of day, finding the enemy quiet and asleep, I opened fire upon him from the Valverde Battery. The first shot exploded in the center of his encampment, causing the greatest confusion, the distance being only about 900 yards. We fired about 40 or 50 shot from our battery into the enemy before he replied to us at all. The first shot from the enemy was fired on us from his gunboat, which was at anchor in the bay a short distance below our position. After daylight the gunboat advanced toward us as if to contest with our battery the position we occupied on the water's edge, but a few well-directed shots from the Valverde Battery drove the boat 1 mile below, where she opened on us with her heavy guns. About the same time several batteries from the opposite shore opened on us. The shot of the enemy was so well directed that we found it necessary several times to shift the position of our guns and caissons. The heavy gun on shore which first opened fire on us from the principal fort above Brashear, with the garrison of that fort, was brought down nearly opposite my position and opened fire on me. With the running of the gunboat, and drawing out this heavy gun and most of the garrison from Fort Buchanan, left the waters above free to the approach of Major [Sherod] Hunter's command in our little flotilla to Tiger Island. Major Hunter, who had moved, under your orders, from the mouth of the Teche during the night of the 22d on board our mosquito fleet, landed unperceived and unsuspected by the enemy above their defenses, and, making his way through the swamp, about 7 o'clock on the morning of 23d, attacked the enemy in his rear while I was occupying him in front, completely surprising and routing him.

The enemy surrendered their defenses and the town of Brashear to Major Hunter about 7:30 o'clock on the morning of the 23d. * * * I threw a small detachment over the Ramos on the night of the 23d, and moved them as close as possible to the enemy on the Bœuf. Colonel Major's command being behind the enemy, and it being difficult for him to escape, about 400 strong surrendered to us about daylight on the morning of the 24th.

Our troops during the three days' campaign did their duty with great alacrity, and behaved with gallantry on all occasions.

Very respectfully, your obedient servant,

THOMAS GREEN,

Brigadier-General, Commanding First Cavalry Brigade.

Brigadier-General MOUTON,

Commanding, etc.

[Telegram.]

Mobile, Ala., July 23, 1863.

Large naval force now assembling at Pensacola.

I expect this place will be soon attacked. Please hurry forward my ordnance stores—requisition forwarded.

I will need some 12,000 to 15,000 reinforcements.

DABNEY H. MAURY,

Major-General, Commanding,

General S. COOPER.

Report of Colonel Smith, C. S. Army, commanding Marine Department, regarding affairs of his command.

HEADQUARTERS MARINE DEPARTMENT,
Velasco, Tex., August 9, 1863.

SIR: Believing you are anxious to learn what progress has been made in my attempt to place the steamer *John F. Carr* upon her station in Matagorda Bay, I hereby do myself the honor to report the condition of affairs in the Marine Department in this quarter, and also acknowledge the receipt of a note by courier from Major-General Magruder, dated 3d instant, indicating the wishes of the major-general commanding respecting my movements.

I arrived here with the *John F. Carr*, *Mary Hill*, and *Alamo* at 7 o'clock Thursday night, 6th instant. Since that period I have been weather-bound by a strong and unfavorable wind, which has raised so high a sea as to prevent my going out with such frail boats. However much I regret this delay, still I have reason to congratulate myself that such is the case, as it has enabled me to complete the arrangements I deemed necessary to run the gantlet of an enterprising and vigilant enemy.

I have established a line of signal scouts along the coast from this point to our place of destination, and expect to hear from the west end to-day, and as soon as the wind lulls and a favorable report is made of the attitude of the enemy, I shall attempt to get the fleet into Matagorda Bay.

It may be that I shall avoid a sight of the enemy entirely, but, after getting underway, and having accomplished part of my voyage, they may heave in sight.

Should such be the case, I deem it prudent to have a sufficient force to defend myself if they attempt to attack or interfere with me, and therefore shall take the steamer *Mary Hill* along.

In trying the guns upon my boats, I found the Nichols gun totally unfit for service, and turned it over to the ordnance officer at this post.

The cartridges of the Parrott gun from the *Harriet Lane* were also unserviceable, as they would not chamber by 3 inches, being altogether too large, which I was compelled to remedy by reducing the dimensions of the cartridges to fit the bore. I am confident this same difficulty occurred with the gun on board the *Bayou City*, January 1, which caused its bursting, and I would most respectfully recommend that the ordnance officers having charge of this work be notified of the error and severely reprimanded for neglecting so important a branch of their duty.

The trail of the 18-pounder El Dragon brass gun broke off close to the cheeks at the first fire; it was apparently perfectly sound, but on examination of the pieces after the casualty, I found it was totally unfit for service by dry rot.

Because of this accident, I would most respectfully suggest that an examination be made by boring into the old carriages of all the guns in this district, as they may all be affected in like manner. I have ordered a new trail to be made for that gun, which will be completed to-day.

I have the honor to be, very respectfully, your obedient servant,

LEON SMITH,

Commanding Marine Department.

Captain EDMUND P. TURNER,

Assistant Adjutant-General.

Report of Brigadier-General Bee, C. S. Army, regarding movements of the enemy at the mouth of the Rio Grande.

HEADQUARTERS FIRST DIVISION,
Fort Brown, [Tex.], August 10, 1863.

SIR:

* * * * *

The *Sea Queen* has departed for Liverpool with a full freight for private parties, there not being time to make any arrangements after my arrival here.

* * * * *

There are now three gunboats off the mouth of the Rio Grande, and they are busy surveying the bar and demonstrating that we may soon expect a visit from them. I am acting on that presumption, and using all diligence in removing public property and the passage of the cotton across the river.

The Federal officers now in Matamoras from the gunboats state that General Lee has been forced farther back into Virginia, and that Ewell's army corps has been cut off from the main command and will be captured. * * *

I have the honor to be, very respectfully, your obedient servant,

H. P. BEE,

Brigadier-General, Provisional Army.

Captain EDMUND P. TURNER,

Assistant Adjutant-General, Houston, Tex.

List of ammunition required at Mobile which can not be supplied at Selma Arsenal.

10-inch mortar shell	500	32-pounder rifle shell (for truncated 32-pounder rifled gun)	150
32-pounder rifle shot (for 10-inch columbiad rifled to 32-pounder)	917	32-pounder rifle shell (for truncated 32-pounder rifled gun)	10,000
32-pounder rifle shell (for 10-inch columbiad rifled to 32-pounder)	400	24-pounder round shot	4,000
8-inch grape for 8-inch columbiad	342	24-pounder round shell	6,000
8-inch canister for 8-inch columbiad	604	24-pounder grape	2,000
8-inch seacoast howitzer shell	2,000	24-pounder canister	3,000
8-inch seacoast howitzer grape	500	24-pounder rifle shell (for rifled 24-pounder gun)	500
8-inch seacoast howitzer canister	500	18-pounder round shell	400
24-pounder rifle shot (for 8-inch columbiad rifled to 24-pounder)	776	18-pounder canister	3,000
24-pounder rifle shell (for 8-inch columbiad rifled to 24-pounder)	534	18-pounder spherical case	800
8-inch Blakely rifle shell, flanged	2,000	3-inch rifle shot	1,500
7-inch Brooke's rifle shot	326	3-inch rifle shell	1,500
7-inch Brooke's rifle shell	326	20-pounder Parrott shell	1,500
6.5-inch Brooke's rifle shell	353	20-pounder Parrott shot	500
6.5-inch Brooke's rifle shot	330	Friction primers	2,000,000
42-pounder rifle shot (for banded 42-pounder rifled gun)	304	Priming tubes	8,000
42-pounder rifle shot (for banded 42-pounder rifled gun)	256	Columbiad powder	265,000
32-pounder round shot	5,000	Small-grain cannon powder	400,000
32-pounder round shell	8,000	Musket buck and ball cartridges, caliber .69	800,000
32-pounder grape	3,500	Rifle musket expanding ball, caliber .69	20,000
32-pounder canister	4,000	Rifle musket and Enfield expanding ball, caliber .69, 577, and 568	500,000
32-pounder rifle shot (for banded 32-pounder rifled gun)	10,000	Rifle expanding ball, caliber .54	300,000
32-pounder rifle shot (for truncated 32-pounder rifled gun)	100	Sharps carbine, caliber .54	100,000

J. L. WHITE,

Lieutenant-Colonel, Commanding.

SELMA ARSENAL, August 10, 1863.

[Telegram.]

MOBILE, ALA., *August 13, 1863.*

Unusual number of vessels at Ship Island. The following news just received:

Late information from New Orleans, all large men-of-war left here; supposed to be for Mobile. General rumor, Mobile soon to be attacked. Landing to be made on Mississippi coast.

Troops landing on Ship Island. Commodore Farragut gone to New York.

DABNEY H. MAURY,
Major-General.

General S. COOPER.

Report of Colonel Smith, C. S. Army, commanding Marine Department, regarding the assignment of the steamer John F. Carr to duty at Saluria.

HEADQUARTERS MARINE DEPARTMENT,
Decrow's Point, Tex., August 16, 1863.

SIR: I have been instructed by the major-general commanding to place the steamer *John F. Carr* in these waters, under the command of Captain S. K. Brown, for the protection of the inland ports of this portion of this coast. Her station will be at Saluria. It is the desire of the commanding general that we abstain from attracting attention of the enemy by fighting him outside the bay in the present unprepared state of our defenses.

The armament of the steamer *John F. Carr* consists of one 18-pounder and one 12-pounder howitzer. The men are armed with rifles and cutlasses. In case the enemy should anchor in force outside the bar, I would suggest that you place at least 60 sharpshooters on board.

You will please order the quartermaster and commissary of subsistence of your command to furnish Captain Brown with fuel and provisions on his requisition. It would be well to have a supply of wood upon the wharf.

Yours, respectfully,

LEON SMITH,
Commanding Marine Department of Texas.

The COMMANDING OFFICER,
Indianola, Tex.

Report of Colonel Smith, C. S. Army, commanding Marine Department, regarding affairs pertaining to his command.

HEADQUARTERS MARINE DEPARTMENT,
Houston, Tex., August 20, 1863.

SIR: I have the honor to report my arrival in this city on the 18th instant.

I left the steamer *Mary Hill* at Velasco, in the Brazos River. The steamers *J. F. Carr* and *Alamo* I placed in Matagorda Bay, the former at Saluria.

Enclosed please find a copy of note addressed to the commanding officer at Indianola, relative to the disposition of the *J. F. Carr*. I

was obliged to take the 24-pounder howitzer and long 18-pounder left at the mouth of the Brazos River on board of my boats; the 18-pounder I placed on the *J. F. Carr* and the 24-pounder on board the *Mary Hill*. I have also on each boat one 12-pounder howitzer.

The reason I took the 18-pounder to Pass Cavallo was for my protection in case I met the enemy on the way down the coast. I was also aware it was the intention of the commanding general for me to return the 30-pounder gun to Galveston. In consideration of these circumstances, I was obliged to take the long 18-pounder to Pass Cavallo.

Since my return to this city I have learned that the 18 and 24 pounders were to be transferred to some other point, and, fearing such is the case, I would most respectfully urge that you countermand the order and allow me to retain them in my department, as I am strongly impressed with the idea that they will be more serviceable here than elsewhere, as the enemy has many inducements to attack the weak points of our coast. With our floating batteries a very considerable defense can be made in that event, but without some large guns our boats are comparatively useless otherwise than in the moral effect they may have in preventing raids along the Gulf harbors.

I have the honor to be, very respectfully, your obedient servant,

LEON SMITH,

Commanding Marine Department.

Captain EDMUND P. TURNER,

Assistant Adjutant-General.

Report of Major Humphreys, C. S. Army, regarding measures for securing and forwarding ammunition to Mobile.

SELMA, ALA., August 29, 1863.

COLONEL: I have the honor to submit the following report of the success of my mission in getting up and forwarding ammunition to Mobile, Ala. In obedience to your instructions I have proceeded to Montgomery and reported my business to Major [C. G.] Wagner, and he stated that they were not manufacturing anything, nor had been for some time, on account of the want of iron and coke, but would in a short time be able to furnish some of the articles. All of the projectiles for artillery had [to] be sent to Charleston. He had 10,000 pounds of columbiad powder which he promised to forward to Mobile immediately.

I next called on Major [Moses H.] Wright, commanding arsenal at Atlanta, [Ga.], and procured from him 300 32-pounder round shot, 300 24-pounder round shot, 400 18-pounder round shot, 100 3-inch rifle shell, and 100 3-inch rifle shot, 5,000 friction primers, and 5,000 priming tubes, which he stated was all he could spare, as all of his heavy projectiles were ordered to Charleston and the smaller ones to General Bragg's command. The articles above named he promised to forward immediately to Mobile by messenger.

I next called on Colonel [R. M.] Cuyler, commanding arsenal at Macon, [Ga.]. He stated that he could not furnish any of the articles, as everything was ordered to Charleston, and that he had at least three months' work ahead for that place, and that requisition would have to

be made by ordnance officer at Mobile and approved by commanding officer of that department for them before they could be issued there.

I next called on Colonel Rains, commanding arsenal at Augusta, [Ga.]. He stated that he had none of the articles except the powder, and that he had sent a great deal of powder to Mobile and could not send any more, only on requisition made and approved by Department at Richmond.

I next called on the commander of the depot at Columbia, [S. C.]. He stated that he had nothing on hand, as everything had been ordered to Charleston.

I next called on the ordnance officer in charge of the depot at Wilmington, [N. C.]. He informed me that they had nothing they could spare, as everything had been ordered to Charleston.

I next called on Major [Frederick L.] Childs, the commanding officer at Fayetteville, [N. C.]. He informed me that he could not furnish me any of the articles; that he had no lead to make small-arms ammunition, and no foundry. He stated also that he had 25,000 pounds of powder (small-grain cannon), but could not deliver it to anyone only on an order from Department at Richmond.

I next called on commanding officer Trezevant at Charleston. He could not furnish anything; in want of ammunition then.

[F. C.] HUMPHREYS,
Major, Columbus, [Ga.].

Colonel JOSIAH GORGAS,
Chief of Ordnance, Richmond, Va.

Letter from Major-General Maury, C. S. Army, to General Johnston, C. S. Army, regarding movements of the enemy in the vicinity of Mobile.

HEADQUARTERS DEPARTMENT OF THE GULF,
Mobile, Ala., August 31, 1863.

MY DEAR GENERAL: The enemy, on last Thursday, sent some boats ashore and burned off the whole of the brush, etc., on Round Island, 7 miles south of Pascagoula. They will, perhaps, use that island as a depot, because it will be secure from attack.

This morning it is reported that they have a large number of troops on both Horn Island and Ship Island. Continually I hear that they avow their preparations to be for Mobile. * * *

I am, general, sincerely, yours,

DABNEY H. MAURY,
Major-General.

General JOSEPH E. JOHNSTON,
Commanding Department of the West, Morton, Miss.

Order of Commander Jones, C. S. Navy, to Lieutenant Simms, C. S. Navy, regarding the forwarding of ammunition to Mobile.

NAVAL GUN FOUNDRY AND ORDNANCE WORKS,
Selma, September 1, 1863.

SIR: You will proceed to Mobile with 100 7-inch rifle shell, 100 6.4-inch rifle shell, and 60 7-inch rifle bolts, which you will deliver to Admiral Buchanan, taking receipts for them.

Should it not cause too much delay, you can return by the way of Montgomery, [Ala.] and ascertain whether there are any articles in the naval store that would be useful to us.

Very respectfully,

CATESBY AP R. JONES,
Commandant.

Lieutenant C. C. SIMMS, C. S. Navy,
Executive Officer.

Order of the Secretary of the Navy to Lieutenant Gift, C. S. Navy, detaching him from the Mobile Squadron.

C. S. NAVY DEPARTMENT,
Office of Orders and Detail, Richmond, September 18, 1863.

SIR: You are hereby detached from duty under Admiral F. Buchanan, commanding naval defenses of Alabama, and will proceed forthwith to Wilmington, N. C., and await orders from the Department.

By command of the Secretary of the Navy:

I am, respectfully, your obedient servant,
JNO. K. MITCHELL,
Commander, in Charge.

Lieutenant for the War GEO. W. GIFT, C. S. NAVY,
Naval Squadron, Mobile, Ala.

[Endorsement.]

Reported October 4.

J. WILKINSON,
Lieutenant, Commanding, C. S. Navy.

Order of Brigadier-General Bee, C. S. Army, granting authority for the schooner Santiago to cruise in search of Federal vessels.

HEADQUARTERS FIRST DIVISION, ARMY OF TEXAS,
Fort Brown, Tex., September 18, 1863.

By virtue of the authority in me vested, you are hereby authorized to cruise on the high seas in the schooner *Santiago*, under the Confederate flag, and, in the name of the Confederate States, to capture, burn, and destroy the ships of the Government or people of the United States wherever found.

H. P. BEE,
Brigadier-General, Provisional Army, C. S.

H. S. BELL and FRANK BROWN.

Order of Lieutenant-General Smith, C. S. Army, to Major-General Magruder, C. S. Army, regarding the commissioning as cruisers of the vessels captured at Sabine Pass.

HEADQUARTERS TRANS-MISSISSIPPI DEPARTMENT,
Shreveport, La., September 20, 1863.

GENERAL: I have a blank commission from the Department at Richmond to fit out and send to sea a cruiser in charge of some naval offi-

cer. This was given at the time the ship at the mouth of the Rio Grande was supposed to be suitable for a war vessel.

By direction of Commodore Brent, C. S. Navy, and commandant of naval affairs west of the Mississippi, Lieutenant Wharton, C. S. Navy, proceeds to Texas for the purpose of examining the vessels captured at Sabine Pass. I desire that every facility should be given Lieutenant Wharton for such examination, so that in the event of either of them being fitted for sea purposes, being of sufficient draft and too deep for the defenses of the channels on the seacoast, or not needed by you for that purpose, one or both of them may be commissioned as cruisers and sent to sea immediately.

I am, general, respectfully, yours, etc.,

E. KIRBY SMITH,
Lieutenant-General.

Major-General J. B. MAGRUDER,
Commanding District of Texas, etc.

Letter from the commanding officer of the Marine Department, Texas, to Colonel Buchel, C. S. Army, referring to the disposition of the crew of the captured vessel.

HEADQUARTERS MARINE DEPARTMENT,
C. S. S. Clifton, Sabine Pass, October 5, 1863.

SIR: I have the honor to acknowledge the receipt of your note dated headquarters Sabine Post, October 4, requiring statement, to forward to the major-general commanding, of the object of the flag of truce signaled from the enemy's fleet off Sabine Bar yesterday morning, the 4th instant, and which I answered in person. Arriving at the neutral position occupied by the truce boat, I met Mr. [Ezekiel D.] Percy and Mr. ———, of the enemy's gunboat *Cayuga*, who were delegated by the commanding officer of their squadron to enquire into the loss of the schooner *Manhasset* and the disposition of the crew by the Confederate authorities. I informed Mr. Percy that the crew were considered prisoners of war, to which he politely advanced the rule of nations, which he stated exempted shipwrecked seamen from being considered prisoners of war, and at liberty to be returned to their command.

Having received his views, I stated to him I would address the commanding general a note on the subject, and respectfully request him to examine the case. The Federal officer also handed me two letters, accompanied by the sum of \$100, which he desired to be forwarded to Mrs. Thayer, of Calcasieu, La. He was also desirous to know what time the schooner *Manhasset* went ashore, and whether anything had been saved from her. These questions I answered by stating the time, and also that I had saved everything. These two officers were extremely courteous and polite.

I have the honor to be, very respectfully, your obedient servant,
LEON SMITH,

Commanding Marine Department.

Colonel A. BUCHEL,
Commanding Post, Sabine.

Report of Colonel Buchel, C. S. Army, regarding movements of vessels at Sabine Pass.

HEADQUARTERS SABINE PASS, October 18, 1863.

SIR: Your telegrams via Beaumont and Galveston have been received this morning. * * *

The C. S. steamer *Sachem* left yesterday for Orange. The steamboat *Florilda* was sent to Niblett's Bluff, at the request of Quartermaster [H. B.] Lee, to bring down Government cotton. She should have returned yesterday, but has not reached here yet. The *Uncle Ben* was sent direct from Beaumont to Niblett's Bluff, without touching here, by orders from headquarters, as I understand. The steamboat *Dime*, the only steamboat here, will take Captain [Andrew] Daly's company over to the Louisiana shore as soon as the heavy norther, blowing since the receipt of your telegrams, abates and will permit it. * * * The C. S. gunboat, *J. A. Bell*, was blown ashore just below the commissary wharf, although she had two anchors out, but she will be gotten off as soon as the wind and tide change.

I respectfully request that instructions per telegraph may be sent to the commanding officer at Niblett's Bluff for the destruction of the steamboat and other vessels lying in Lake Charles, should the enemy advance in force toward Niblett's Bluff. I shall forward the same from here.

Two gunboats and one schooner reported outside the bar this morning.

Very respectfully, your obedient servant,

A. BUCHEL,
Colonel, Commanding Post.

Captain EDMUND P. TURNER,
Assistant Adjutant-General, Houston, Tex.

Letter from Major-General Magruder, C. S. Army, to the Confederate commissioner at London, transmitting copies of correspondence with the British consul at Galveston.

HDQRS. DISTRICT OF TEXAS, NEW MEXICO, AND ARIZONA,
Houston, Tex., October 22, 1863.

SIR: I send you for your information a copy of a letter to the British consul at Galveston, in answer to one from him, a copy of which is also enclosed.

The consul is so unfair in his statements as to justify on my part the belief that he is trying, out of small things, to create mischief. In case this correspondence is brought to the notice of the English Government, I beg that you will make such use of my letter as may seem best.

Very respectfully, your obedient servant,

J. BANKHEAD MAGRUDER,
Major-General, Commanding.

Hon. JAMES M. MASON,
Confederate States Commissioner, London, England.

[Enclosures.]

HER MAJESTY'S CONSULATE,
Galveston, October 3, 1863.

GENERAL: I herewith transmit for your consideration a copy of a letter which was yesterday placed in my hands by Mr. Watson, the owner of the *Rob Roy*, a British vessel, which has lately entered the port of Velasco.

With reference to this order of Colonel Bates, permit me to remark that, relying on the integrity of your intentions, and, if my memory be correct, at your request, I transmitted to her Majesty's Government copies of your proclamation of the 20th of January last, in which you declare that the ports of Lavaca and Velasco have ceased to be actually blockaded, and at the same time invite friendly neutral nations to resume commercial intercourse with those ports.

The publication of this proclamation has induced many British vessels to enter these ports, and it would be an act of deep deception should they be induced to enter these ports, to be thereafter forcibly detained for the purpose of aiding in your military defenses.

I have also to direct your attention to the condition in which the crew of the *Rob Roy* are now placed. From the treatment to which British seamen, who have found themselves in this State, have hitherto been exposed, I must infer that but slight regard will be paid to their rights as neutrals. In January last I was informed by Colonel Debray (and I at the time believed the information to be worthy of credence) that the three British seamen on board the merchant ship *Cavallo*, captured in this harbor on the 1st of January, should be sent home by the way of Red River. I now learn that they have been forcibly impressed on board the gunboats at Shreveport, and that one of them, George Don, after more than eight months' service, four of which were passed in close detention on board the *Cavallo*, has been discharged without remuneration and cast adrift in a penniless condition to find his way home as best he may, the officer in command having only discovered at the expiration of eight months, when his services were no longer required, that he was not 18 years of age.

Of Abram McLean and William Carney, British seamen, the former the subject of my fruitless and unacknowledged remonstrance to Major Watkins, of the 31st of March last, I learn that, instead of a proper investigation into the cause of their forced enlistment, which I might reasonably have expected, they were forcibly removed to Shreveport, where the life of Carney has been sacrificed, and McLean discharged with his health injured and constitution shattered from the effects of exposure to an unhealthy and uncongenial climate.

I regret that I am compelled to refer to these events, but as my letters to Major Watkins and Captain Turner have remained unnoticed, or turned over to other departments, from which no redress can be obtained, I consider it proper to state to you that it has been my duty to report to her Majesty's Government that my remonstrances have been fruitless to effect a due observance of the rights of British subjects in this State.

I have the honor to be, your obedient servant,

ARTHUR T. LYNN,
Her Britannic Majesty's Consul.

Major-General J. B. MAGRUDER,
Commanding District of Texas, etc.

HDQRS. DISTRICT OF TEXAS, NEW MEXICO, AND ARIZONA,
Houston, Tex., October 21, 1863.

SIR: I am directed by Major-General Magruder, commanding this district, to acknowledge the receipt of your letter of the 3d instant, and though he considers its tone and language highly objectionable, he replies to it in order that no misapprehension may exist as to the propriety of his course, upon which the representation of his country abroad in some small measure depends. The schooner *Rob Roy* was released as soon as she was ascertained to be a British vessel. She was seized as a military necessity, to aid in constructing defenses at the mouth of the Brazos, in which river she was then lying. Some damage he is informed, may have been done her bulwarks in preparing her for the service. Colonel Bates, the officer making the impressment, has been directed to send to these headquarters for payment any just account which may be incurred by the captain for such repairs as may be necessary to place her in precisely the same condition as she was in before the seizure and which may be presented by the captain.

The right to make use of foreign property in a case of absolute necessity for the safety of the country is neither asserted, waived, or discussed in this communication, as it has rarely, if ever, been exercised, as far as known, by any officer of the Confederate Government, nor is it contemplated by the commanding general of this district.

With regard to the British subjects, said by you to have been captured on the Federal coal ship *Cavallo* at the battle of Galveston, he desires me to say that they were captured in the service of the enemy, that vessel at the time of her capture being a coal tender to the enemy's fleet. He has ascertained that they voluntarily enlisted in our service, from which they were discharged by Colonel Cook, C. S. Army, at your request, with a view on their part, it is believed, of entering the Confederate merchant service, in order that they might obtain higher wages. One of these was seen a few days ago on a Confederate merchant schooner, now in Sabine River.

You state that these men were detained some months on board the captured vessel *Cavallo*, evidently intending to convey the impression that they were thus detained as prisoners. You are now informed that they were part of the crew of that vessel, and then in the Confederate service. Their discharge was an act of courtesy to the British Government, for surely none will claim that a foreign government has a right to demand the surrender or discharge of any of its subjects serving with an enemy's fleet or army at the time of the capture of such fleet or army.

As regards the failure on the part of the military authorities to pay off these men, it must have arisen from their own neglect to present their claims, perhaps from a want of knowledge of the necessary forms, or from a desire to lose no time in securing their new positions. One thing is certain, however, that the troops and sailors in this district have been paid off with as much regularity, to the commanding general's own knowledge, as prevailed before the war in the small but well-disciplined army of the United States to which he belonged. At this moment our troops and sailors are paid up to the 30th of June last; therefore the exception, if it really exists in these cases, must be due to the causes above mentioned, or those of a similar character.

With reference to the two men, Abram McLean and William Carney, the commanding general does not believe that they have been forced into the service, the life of the one sacrificed, and the health of the other impaired in an uncongenial climate. If these men are in the Navy, they must have volunteered. If they were conscripted, the enrolling officer must have been satisfied that they were citizens of the Confederate States, either by birth, naturalization, or domiciliation; and as it is not always easy to decide as to the nationality or exact political status of men presenting somewhat the same appearance and speaking the same language, some mistake as to these men may have occurred. It is hardly necessary to remark that death is a very common event to those in the service of the belligerents on either side, and that it is somewhat unusual to indicate a responsibility on this account on the part of the military authorities of the Confederate States, particularly as the man in question, whose health is said to have been impaired in an uncongenial climate and the man whose life is said to have been sacrificed, were both stationed at Shreveport, which has proved to be perfectly healthy.

In conclusion, the commanding general requests me to state that he shall always be happy to have a true representation of his acts or those of the military authorities under his command made to any foreign government, and that he has ever been as careful to respect the rights of neutrals as he is resolved to defend his own and those of the country he has the honor to serve.

I am, sir, very respectfully, your obedient servant,

STEPHEN D. YANCEY,
Assistant Adjutant-General.

ARTHUR T. LYNN, Esq.,
Her Britannic Majesty's Consul, Galveston, Tex.

*Report of superintendent of transports regarding the vessels of the
Marine Department.*

HEADQUARTERS MARINE DEPARTMENT,
Houston, October 27, 1863.

DEAR SIR: Your orders, No. 291, came to hand this day, directing me to furnish you with a list of transports, condition, etc., in the Marine Department. In reply I would say that the following list will give you all necessary information, viz:

Steamer *Sunflower* (chartered), now undergoing repairs at Beaumont; will soon be in running order; light draft.

Steamer *Grand Bay* (chartered), in the engineer department; not in good order; some work to be done to her heaters, but can run for a short time; very light draft of water.

Steamer *Uncle Ben* (owned by Government), in good order; now running as a transport, but of heavy draft of water, say 3 feet, light.

Steamer *Roebuck* (chartered), in very bad order; not in a condition to run without undergoing heavy repairs; heavy draft, say 3 feet.

Steamer *Jeff. Davis* (chartered), laid up; broken shaft; not of much service.

Steamer *Dime*, tender to gunboats; very small.

Steamers in Galveston Bay.

Steamer *Island City* (owned by Government), now running as a food transport; not in good order, but can be run for a few weeks.

Steamer *Colonel Stell* (owned by Government), now as a transport in the engineer department; in good order; just repaired; light draft.

Steamer *Lone Star* (chartered), in the engineer department, at shipyard; will be ready to run on next Friday; in very good order; just repaired, and very light draft of water.

Steamer *A. S. Ruthven* (chartered) at shipyard; will be ready to run on next Friday; in very good order; just repaired, and very light draft of water.

Steamer *Era No. 3*, on the Brazos River, from Columbia to Velasco; wants repairs; can run a short time; light draft.

Steamer *Lucy Gwin* (owned by Government), in Matagorda Bay; in good order; just repaired; she is under control of Colonel Bradfute; she is of very light draft.

I would say that the Government owns three barges. Two in good order; engineer department using one, and the transport department using one for transportation of wood. The third barge has to be repaired, lying sunk on the flats at Galveston.

Hoping this statement may be satisfactory, I remain, your obedient servant,

JOHN H. STERRETT,
Superintendent of Transports.

Captain EDMUND P. TURNER,
Assistant Adjutant-General.

Statement of gunboats and their condition in the Marine Department, October 27, 1863.

No.	Names.	Station.	Condi- tion.	Draft of water.	Commanders.	Num- ber of men.	Number and size of guns.				Howit- zers.		Colum- blads.		Remarks.
							32-pound.	24-pound.	18-pound.	12-pound.	24-pound.	12-pound.	9-inch.	8-inch.	
1	Clifton	Sabine Pass.....	Good	<i>Fl. in.</i> 7 6	H. S. Lubbock.....	120	3	2					2		At the mouth of Sabine River aground.
2	Sachem	do	do	5 4	G. Hall	50									
3	J. A. Bell.....	do	do		J. W. Payne	35	1								Unfit for immediate service.
4	Bayou City.....	Galveston Bay.....	do	4 6	J. McGarvey.....	130									
5	Diana	do	do	3 6	Chas. Atkins	60					2				
6	Mary Hill	Velasco.....	do	3 2	W. H. Sangster	50					1				
7	J. P. Carr.....	Saluria	do	3 0	S. K. Brown	45		1			1				
8	Harriet Lane.....	Galveston Bay.....	do	4 7	C. W. Austin	17									

There are small arms for the detachment on board of each vessel.

I certify that the above [is] a true statement of the gunboats in this department.

LEON SMITH,
Commanding Marine Department.

Letter from the Secretary of State to the Secretary of War regarding illegal trade carried on under the cognizance of the Belgian consul at New Orleans.

DEPARTMENT OF STATE,
Richmond, October 30, 1863.

SIR: I have the honor to acknowledge receipt of your favor of 29th instant, enclosing a report relative to the trade carried on by Mr. Claiborne as agent of the Belgian consul at New Orleans. The trade is one evidently illegal, and is, in point of fact, a trade with the port of New Orleans covered up under the disguise of a trade with neutral vessels. I think advantage might be taken of the facts stated in the report to draw the attention of foreign governments to the breach of blockade sanctioned by the United States; but for this purpose it is necessary to have the papers now in possession of Mr. Claiborne, proving the assent of the enemy's officers to the shipment of the cotton. I would therefore respectfully suggest that orders be sent to the military authorities at Mobile directing them to obtain these papers for use by the Government. I refrain from suggesting anything on the subject of breaking up this illegal traffic, as I take it for granted that you have made up your mind what course to pursue on that point.

Very respectfully, yours,

J. P. BENJAMIN,
Secretary of State.

Hon. J. A. SEDDON,
Secretary of War.

Order of Admiral Buchanan, C. S. Navy, to Midshipman Swain, C. S. Navy, to attempt the destruction of the U. S. S. Colorado off Mobile Bay.

NAVAL COMMANDANT'S OFFICE,
Mobile, Ala., November 9, 1863.

SIR: You will proceed to Fort Morgan and relieve Acting Master's Mate F. M. Tucker in command of the C. S. S. *Gunnison*, and proceed off the harbor of Mobile and destroy, if possible, the U. S. S. *Colorado* or any other vessel of the blockading squadron, taking with you William M. Rogers and W. T. J. Kerrish, acting third assistant engineers. You will exercise your judgment and discretion in the performance of this duty and report to me the result.

Very respectfully, your obedient servant,

FRANKN. BUCHANAN,
Admiral, etc.

Midshipman E. A. SWAIN, C. S. Navy,
Mobile, Ala.

[Telegram.]

MOBILE, *November 12, 1863.*

Bennett will let Mr. Swain have Peterson, or any other suitable volunteer steersman, for the torpedo expedition.

CHAS. McBLAIR,
Officer in Command.

Captain SWAIN,

Letter from Lieutenant Bennett, C. S. Navy, to Midshipman Swain, C. S. Navy, sending a seaman to assist in his expedition.

C. S. S. GAINES, November 12, 1863.

SIR: I send you John Evans (seaman), who is a volunteer, and, I think, a man of nerve and courage. Peterson does not volunteer.

Wishing you every success and a safe return,

I am, very respectfully, your obedient servant,

J. W. BENNETT,

First Lieutenant, Commanding.

E. A. SWAIN, Esq.,

Commanding Torpedo Vessel, Navy Cove.

Report of Captain Faries, C. S. Army, regarding operations near Red River Landing for the purpose of restricting the movements of Federal gunboats in the Mississippi River.

FARIES' BATTERY, P. L. A.,

In the Field, near Hog Point, Pointe Coupée Parish, La.,

November 18, 1863.

SIR: I have the honor to report that the following pieces were placed in position at Battery No. 1, Hog Point, 1 mile below Red River Landing, on the night of the 17th instant: One 12-pounder bronze field gun of Cornay's Louisiana battery, under Lieutenant O. Berwick, in the upper gun pit, sunk in the batture; two 3-inch Parrott rifles, of Daniel's Texas battery, on the lower end of platform built in the angle of the levee for four field guns, forming a redoubt, with embrasures formed by gabions, all constructed by the company of engineers attached to the first division, under the direction of Lieutenant [Alfonso] Buhlan, C. S. Engineers, by whom the river was triangulated, and distances established from the batteries, diagrams of which were furnished the officers of artillery.

The two 3-inch rifled guns of Faries's battery occupied the upper end of platform in this redoubt, under First Lieutenant J. R. Winchester.

At 7 o'clock this morning two solid shot were fired from the 12-pounder field gun of Lieutenant O. Berwick's section at a Federal transport, bound down. The fog had not lifted sufficiently to make her out distinctly; she seemed to have grounded during the night; one shot missed, and the other, a ricochet shot, struck her, distance about 1,000 yards; she got off and disappeared in the fog immediately after the second shot was fired. The enemy replied to this fire from the 8-inch Parrott rifle on the barge anchored near the left bank of the river, opposite Red River Landing, but not until the fog had entirely lifted, two hours later. They fired shell with 15-second fuze, but directed at Battery No. 3, some distance below me. These shell all passed to the right of Battery No. 3, and exploded in the woods in the rear of our line of batteries. I desire to say that no shell have been furnished for the heavy 12-pounder field gun of Cornay's Louisiana battery, rendering the fire from this gun much less effective. It is furnished with solid shot, spherical case, and canister, all good. The range of this piece both above and below is good.

At 3 o'clock p. m. to-day the guns of the lower batteries Nos. 2 and 3 opened on the Federal gunboat *No. 8*, bound up. The 12-pounder

field gun, now under Lieutenant O. H. Jones, of Cornay's Louisiana battery, fired six solid shot, of which four were hits, and three spherical case, two of which struck her.

One solid shot was fired from a 3-inch rifle of Lieutenant J. R. Winchester's section at the *No. 8*, striking the iron covering of her boilers, but not penetrating; distance, 1,200 yards.

This boat seemed to be injured to some extent. She was laid up at the bank above the barge containing the heavy rifle Parrott guns, beyond the effective range of our guns, and from the sound, after dark, I concluded they were repairing her.

The enemy replied from a 200-pounder and 30-pounder, both Parrott rifles, on the barge above us, also from the ironclad *Choctaw*, near Red River Landing, and the ironclads *Franklin* and *Carondelet* from below, creating a cross fire on the point where the redoubt was built. The *Choctaw*, during the firing, left her position above, and, passing down, delivered a very heavy fire from her bow, side, and stern guns, enfilading for a short time the four rifle guns in the redoubt. Captain [J. M.] Daniel, the senior officer present, two of whose guns occupied the redoubt, thought proper to order the four guns away from the platform in the redoubt. They were run down the ramp to the road below and the cannoneers ordered to take shelter in the curves behind the levee. This will, I trust, account for the very limited number of shots fired by the guns usually under my immediate command. The firing by the enemy ceased about 5 o'clock p. m., the ironclads taking their old position at anchor 1 mile above the redoubt at Battery No. 1. Two gunboats from above arrived at the anchorage above us about the time the three ironclads reached there.

Most of the shell from the enemy's guns exploded in the immediate vicinity of the five pieces at the upper end of this battery.

I have no casualties to report.

I am, very respectfully, your obedient servant,

T. A. FARIES,

*Captain, Commanding Battery,
First Brigade Louisiana Infantry, Second Division.*

Major T. B. FRENCH,

Chief of Artillery (Walker's), First Infantry Division.

Report of Captain Faries, C. S. Army, regarding shots fired at Federal transport Black Hawk.

FARIES' BATTERY, P. L. A.,

In the Field, near Hog Point, Pointe Coupée Parish, La.,

November 21, 1863.

SIR: I have the honor to report the following shots fired from three pieces of Battery No. 1, at 4:30 p. m. this day, directed at the new Federal transport *Black Hawk*, bound down. She appeared to be well loaded with stores and material.

Piece No. 1, a 3-inch Parrott rifle of Faries' battery, two solid shot, both hits, fired from the lower embrasure of the first or upper gun pit in the batture. She was not well underway until she had come in range from the lower embrasure. Had she been fired upon from the upper embrasures she could have returned to the cover of the iron-

clads above and waited until some time during the night and made the passage of the batteries with less risk.

Piece No. 2, a 12-pounder bronze field gun, of Cornay's battery, under Lieutenant O. H. Jones, fired six solid shot, four of which took effect. Ammunition good.

Piece No. 3, a 3-inch Parrott rifle, of Faries' battery, under Lieutenant O. Berwick, of Cornay's battery, fired four shell (time fuze), three of which took effect, one missing her. At least three more shots could have been fired from this piece but for the failure of the friction primers, none of the same lot ever having failed before. With this exception the ammunition of the 3-inch rifles is good.

The pieces under my command at Battery No. 1 were, in accordance with orders, withdrawn at sunset and retired by the way of Red River Landing under a very severe fire from all of the ironclads and the heavy Parrott rifles on the barge anchored near the left bank of the river.

I have learned since reaching camp that the steamer *Black Hawk* was discovered to be on fire as she passed Battery No. 3, and was run into the left bank below, where the most of her upper works were destroyed by the fire, her hull alone being visible.

I have no casualties to report.

I am, very respectfully, your obedient servant,

T. A. FARIES,
*Captain, Commanding Battery,
First Louisiana Brigade, Second Division.*

Captain O. J. SEMMES,
Commanding Batteries, Mississippi River.

Letter from the Office of Ordnance and Hydrography to Commander Jones, C. S. Navy, commanding Selma Ordnance Works, regarding guns.

C. S. NAVY DEPARTMENT,
OFFICE OF ORDNANCE AND HYDROGRAPHY,
Richmond, November 23, 1863.

SIR: The Secretary of the Navy desires me to say that Admiral Buchanan's contemplated operations render it extremely desirable that guns should be supplied him as soon as practicable. I have informed the Secretary that you were making every effort to turn out guns.

Respectfully, your obedient servant,

JOHN M. BROOKE,
Commander, in charge.

Commander C. AP R. JONES,
Commanding Naval Ordnance Works, Selma, Ala.

Order of Major-General Magruder, C. S. Army, to Colonel Bradfute, C. S. Army, commanding at Indianola, to cooperate with Colonel Smith, of the Marine Department.

HOUSTON, TEX., *November 26, 1863.*

SIR: I have received your communication announcing the advance of the enemy upon Saluria. * * *

Should you be threatened by the light-draft gunboats of the enemy from toward Corpus [Christi], you will assemble the light-draft steamers which you have, with artillery and companies of sharpshooters, and place them at the disposal of Commodore Leon Smith, to attack the enemy's similar light-draft boats. He is sent down for the purpose of commanding them and the [John F.] Carr. Major-General Magruder trusts that you will afford him every facility that he may require.

* * * * *

By order of Major-General Magruder:

EDMUND P. TURNER,
Assistant Adjutant-General.

Colonel W. R. BRADFUTE,
Commanding, Indianola, [Tex.], etc.

Letter from Messrs. Hite and Austin to Major-General Magruder, C. S. Army, proposing to make a raid into Berwick Bay or the mouth of the Mississippi River.

HOUSTON, TEX., November 21, 1863.

SIR: We, the undersigned, propose making a raid into Berwick Bay or mouth of the Mississippi River (fitting out the entire expedition at our own expense) for the purpose of capturing one of the enemy's transports, and, if successful, running her into a Texas port, if possible, or some other Confederate port, as circumstances may decide, and will require such papers as will enable us to pass through your lines without having to explain our business to any subordinate officer.

We will require also from the commanding general such papers as will enable us to purchase or charter such a sailing craft as will be needed for the expedition, all such being now in the hands of the Government officers at Galveston and used as picket or harbor police boats.

We also obligate ourselves to obtain all information possible as to the movements of the enemy's army and navy.

Hoping this will meet with your early and favorable consideration, we remain,

Respectfully, yours,

C. M. HITE.
C. W. AUSTIN.

Major-General J. B. MAGRUDER,
Commanding District of Texas, New Mexico, and Arizona.

[Endorsement.]

SIR: I approve of the within proposition by Messrs. Hite and Austin, and would respectfully recommend their request be granted.

I have the honor to be, very respectfully, your obedient servant,

LEON SMITH,
Commanding Marine Department.

Captain EDMUND P. TURNER,
Assistant Adjutant-General.

Letter from Messrs. Hite and Austin, appointed for special service, to Major-General Magruder, C. S. Army, requesting his approval of their instructions from Colonel Leon Smith.

HOUSTON, November 27, 1863.

SIR: Enclosed please find an order issued by Commodore Smith for us to proceed on our expedition. This order has been issued subject to your approval, by receiving which we will, if captured, be entitled to exchange as belonging to the Marine Department of Texas.

That portion which authorizes us to take men from said Department is for show only, an authority which we are not to use.

Hoping this will meet with early attention, we remain,

Respectfully, yours, etc.,

C. M. HITE.

C. W. AUSTIN.

Major-General J. B. MAGRUDER,

Commanding District of Texas, New Mexico, and Arizona.

Report of Colonel Smith, commanding Marine Department, regarding operations in the vicinity of Matagorda.

STEAMER J. F. CARR,

Three Miles from Matagorda, November 30, 1863—10 a. m.

GENERAL: Colonel Pyron's regiment arrived here at 2 o'clock this morning; Colonel Woods's at 8 a. m. Captain Chesley has just arrived from Lavaca. He left Fort Esperanza at 10 o'clock last night, after Colonel Bradfute and his officers had held a consultation and concluded to evacuate the fort. * * * The steamers *Carr* and *Cora* are here. * * * I shall start with the *Carr* immediately and go to Lavaca. I have 30 men, one 18-pounder howitzer, and one 12-pounder howitzer. The steamer *Cora* I shall leave here to obstruct the channel 3 miles below this place, and also to remove the cotton (2,000 bales) up to the Cany. I have eleven small vessels here, and will leave an officer to take command of them, and assist in obstructing the channel. He will then take the steamer *Cora* and all the vessels in the bay as far up the Cany as possible, and also obstruct the mouth of that creek.

I have the honor to be, very respectfully, your obedient servant,

LEON SMITH,
Commanding, etc.

Major-General J. B. MAGRUDER,

Commanding, etc.

P. S.—If I find after arriving at Lavaca that the *John F. Carr* can do no good as a gunboat, I shall take the artillery on shore and send the *Carr* above Texana, on the Navidad.

Additional report of Colonel Smith, commanding Marine Department, regarding operations in the vicinity of Matagorda.

C. S. S. J. F. CARR,

Four miles below Matagorda, Tex., December 1, 1863—12 m.

GENERAL: Yesterday I left my moorings at 4 p. m. and steamed some 10 miles down the bay, when, as I anticipated, I met two of the

enemy's gunboats coming up the bay, at a distance of some 4 or 5 miles from me. I had, as I stated in my last, but 30 men, sent on board at Saluria in place of 30 artillerists that had been drilled at the guns. Lieutenant [T. D.] Woodward, of Captain [John A.] Vernon's company, informs me that Colonel Bradfute sent 10 of Captain Rice's worst men, who can not speak a word of English; the balance of the detachment from the militia, who can not tell their nostrils from a double-barrel shotgun, to work the guns on board—1 12-pounder howitzer and 1 18-pounder howitzer. Believing it impossible under the circumstances to be successful in attacking the enemy, I returned again to my former moorings.

I sent Captain Sheppard to Matagorda last night at 11 o'clock to bring down the light-draft vessels to lighter the *Carr* over the bar at Dog Island. He returned at 2 o'clock this morning, when I commenced to take from the *Carr* the provisions mentioned in my last, and sent them to Matagorda, retaining the steamer *Cora* with me, as I found it impossible to lighter the *Carr* sufficiently to cross the bar, intending, if attacked, to fight the enemy as long as I could, and, if not successful, to carry my men and whatever stores I could up to Matagorda on the *Cora*, destroying the *Carr*, if it became necessary.

This morning at daylight the enemy's gunboats lay at a distance of 3 miles from me, apparently awaiting my advance, but did not approach nearer, probably on account of the draft of water. They can carry 8½ feet to within 1½ miles of Dog Island Bar, at which place I am now lying, waiting for the tide to get through.

At 10 a. m. the enemy's gunboats steamed down the bay, and at this moment are nearly out of sight.

Owing to the norther that has been blowing for the last three days, the water in the bay is very low, which, I judge, has been the cause of the enemy not attacking me last night or this morning.

I sent dispatches to Colonel Bates last night, notifying him of the surrounding circumstances here. Have heard nothing from Colonel Bradfute since my last.

I intend, as soon as I can get above the Pass [Cavallo], to obstruct it below against the enemy's approach with King, Kennedy & Co.'s light-draft steamers. They were probably posted yesterday morning by some traitors of the *Carr* being up here for troops, and thought, no doubt, they could "gobble us up." They no doubt know the amount of cotton also which is at Matagorda, which is now being rapidly hauled off, and in case they do make a raid they will get nothing.

Two schooners were chased by the enemy's gunboats yesterday evening on the bay and no doubt have been captured.

If I get the boat over the bar to-night I will leave her to protect the upper bay. I shall post you constantly of every occurrence of note. After getting everything straight here I shall probably leave for Lavaca in a small boat.

I am, general, very respectfully, your obedient servant,

LEON SMITH,

Commanding Marine Department.

Major-General MAGRUDER.

Report of Major-General Maury, C. S. Army, giving information of expected attack upon Mobile by the Federal fleet.

HEADQUARTERS DEPARTMENT OF THE GULF,
Mobile, Ala., December 11, 1863.

GENERAL: I heard from Havana on yesterday from Mr. Helm that the enemy is preparing a fleet in New Orleans to attack Mobile at an early day.

The steamer *Austin* got in safely with a valuable cargo of stores.
* * * Although I expect the fleet to succeed in running past the outer forts, I shall do all I can to prevent it, and to hold the forts as long as possible.

Very respectfully, general, your obedient servant,

DABNEY H. MAURY,
Major-General, Commanding.

General S. COOPER,
Adjutant and Inspector-General, Richmond, Va.

Order of Major-General Magruder, C. S. Army.

SPECIAL ORDERS, { HEADQUARTERS DISTRICT OF TEXAS,
No. 336. } *Houston, December 11, 1863.*

* * * * *

XL. Commodore [Leon] Smith will proceed forthwith to Galveston, and take command of all the naval forces in the vicinity of that point.

* * * * *

By command of Major-General Magruder:

EDMUND P. TURNER,
Assistant Adjutant-General.

Report of Captain Walshe, provost-marshal, regarding the burning of four vessels owned by citizens of the United States.

DISTRICT LAKE SHORE, LOUISIANA,
PROVOST-MARSHAL'S OFFICE, MANDEVILLE, LA.,
December 12, 1863.

COLONEL: I have the honor to report the burning of four vessels, as per enclosed list. All were owned by citizens of the United States, and ample evidence was found on each of them to prove the fact of illegal trade, as also of their having been (if not at the time of burning) in the employ of the United States Government. The nature of the country (swamps), as also the want of transportation and danger of being cut off by the enemy, prevented the saving of sails and other valuable property. A few new ropes and four compasses were brought away, and are now subject to your orders.

The party that made the arrests and seizures were of Captain Greenlee's company and under the personal command of that officer. I have all the papers, and will send full copies if required. * * *

Very respectfully,

B. T. WALSHE,
Captain and Provost-Marshal.

Colonel EWELL,
Chief of Staff.

[Enclosure.]

DISTRICT OF LAKE SHORE, LOUISIANA,
 PROVOST-MARSHAL'S OFFICE,
Mundeville, December 12, 1863.

COLONEL: The following are the names of barges and schooners burned on the 10th and 11th instant:

Schooner *Josephine Truxillo*, 37 tons; owned by Joseph Lewis, a citizen of the United States Government. Found on board a contract with the United States Government, signed by Joseph Lewis, owner of schooner *Josephine Truxillo*. Had a permit to come for a load of wood and charcoal.

Barge *Stephenny*, 26 tons; owned by Hypolite Cousin (a man of color), a citizen of the United States. Papers and appearances of vessel showed her to have taken cattle to the city of New Orleans. Had a permit to come for a load of cattle and wood.

Barge *Helena*, 33 tons; owned by George Bernes, a citizen of the United States. Papers showed that the vessel had (under present owner) been in the employ of the United States Government. Had permit to come for a load of spars and wood.

Schooner *Sarah Bladen*, 43 tons; owned by Juan Sanchez, a citizen of the United States. Had a permit to take a load of bricks to Ship Island and return with a load of wood to New Orleans. Papers showed that bricks were for United States Government.

The vessels were burned at the following points and at the hour set opposite their respective names:

On Bayou Lacombe, schooner *Truxillo*, 4 p. m., December 10, 1863; barge *Stephenny*, 5 p. m., December 10, 1863.

On Bayou Bonfouca, schooner *Bladen*, 4 a. m., December 11, 1863; barge *Helena*, 1 a. m., December 11, 1863.

B. T. WALSHE,
Captain and Provost-Marshal.

Colonel EWELL, *Chief of Staff.*

Semiofficial letter from Admiral Buchanan, C. S. Navy, to Commander Jones, C. S. Navy, commanding Selma Ordnance Works, regarding guns for the C. S. S. Tennessee.

MOBILE, December 15, [1863].

DEAR JONES: Your letters have reached me. The iron for the bands left here some days since. The screw has arrived safe. The mates you can not have; we require them here. The *Tennessee* will carry a battery of two 7-inch Brooke guns and four broadsides, 6.4 or 9 inch. I prefer the latter, but will take any I can get. The 7-inch carriages and circles are all ready, waiting for the guns. When will you send them? No officers or men yet for her. Will try the machinery to-morrow or next day. I wish Simms and yourself were with me. Tell Simms I want him as executive officer, if he don't get a command. The sooner she is below the shoal water the better. There is a great scarcity of officers, and I know not where I will get them. I have sent on the names of 400 men who wish to be transferred from the Army to the Navy, and have received only about twenty.

General Maury has written to the War Department about Colonel White, and sent a copy of your letter to him. I wish you had the assistance from the Army I have. Your work would progress more rapidly and satisfactorily.

Let me know when I shall have the guns.

Regards to Fahs, his lady, [and] Simms.

Truly, etc.,

FRANKLIN BUCHANAN.

Captain C. AP R. JONES, C. S. Navy,
Selma, [Ala.].

Tell Farrand all the work on the *Nashville* is stopped for want of money and materials. Neither of the contractors is here.

Letter from Commandant Naval Gun Foundry and Ordnance Works, Selma, to Admiral Buchanan, C. S. Navy, regarding the preparation of guns.

NAVAL GUN FOUNDRY,
Selma, December 17, 1863.

MY DEAR ADMIRAL: Yours of the 15th was received this morning. I was not before aware what guns were wanted for the *Tennessee*. I hope to have the two VII-inch for her ready by New Year, and if they are not to be proved by me they can be shipped to Mobile then. I expect afterwards to turn out one a week (we ought to turn out one a day). The only classes we are making are VII-inch and 6.4-inch.

The bands now delay us; each gun has nine. We are working on them night and day, and to stimulate the mechanics I pay them by the job. We can only turn off on the inside and pass two a day; they are then put on the guns and turned off on the outside. The guns are then taken out and the outer bands put on, and the gun is again returned to the mill in order to have the exterior of the outer band turned off.

I had hoped to have seen Colonel Burnet a second time. He informed me that they were badly supplied with heavy projectiles. I intended to have offered to have made them, if he could send the molds. All that General Maury could send would be exclusively employed on heavy projectiles for him. Should you think proper, you can make the offer to General Maury.

Simms and I would both gladly join you. Strange that the Army disregard the law requiring the transfer of men. What will you do for a crew? They ought to be drilling now. * * *

Yours, very truly,

CATESBY AP R. JONES.

Admiral BUCHANAN,
Mobile.

Letter from Admirul Buchanan, C. S. Navy, to the Commandant Naval Gun Foundry and Ordnance Works, Selma, regarding the readiness of the C. S. ram Tennessee for guns and crew.

MOBILE, December 21, 1863.

DEAR JONES: Yours of the 17th instant reached me a day or two since. I told the general what you said about the projectiles, and he will send you the molders if he can find them in his command.

Have you received any orders from Brooke about the guns for the *Tennessee*? She is all ready for officers, men, and guns, and has been so reported to the Department many weeks since, but none have I received. Mitchell writes me that he has no officers to send me, unless they are taken from important stations; so we go. The circles are all ready for the 7-inch guns, and as Mr. Mallory informed me that you were to make some of the guns I hope you will soon send some. I have not heard who is to command her. As McBlair is an applicant I think it probable he will get her. I wish yourself and Simms were here, and have so informed Mitchell. Tell me when I may expect the guns.

Regards to all friends.

Truly, etc., in much haste,

FRANKLIN BUCHANAN.

Captain C. AP R. JONES, C. S. Navy,
Selma.

Letter from Commandant Naval Gun Foundry and Ordnance Works, Selma, to Admiral Buchanan, C. S. Navy, regarding guns.

NAVAL GUN FOUNDRY,
Selma, December 24, 1863.

MY DEAR ADMIRAL: Yours of the 21st was received this morning. I have had no instructions as to the disposition of our guns, but shall send the two VII-inch to you as soon as they are ready. Since writing to you I have been directed to prove the gun, which will probably extend the time a week or so. I think, however, you may confidently rely upon having the guns by the 10th of next month should they stand the proof.

I hope after the two VII-inch are finished to turn out at least one a week. In the absence of orders I will send them to you should you desire. It will be a month before we have a 6.4-inch ready. The first seven guns turned out will be VII-inch. I was informed that the VII-inch were most needed. Since receiving your letter relating to the battery of the *Tennessee* I have cast 6.4-inch guns.

We had an accident that might have been very serious. An explosion took place whilst attempting to cast the bottom section of a gun pit. The foundry took fire, but was promptly extinguished. Fortunately but two of the molds were burned. I had a narrow escape; my hat, coat, and pants were burned. Quite a loss in these times, with our depreciated currency and fixed salaries. As a large casting is never made without my being present, I consider my life in greater danger here than if I were in command of the *Tennessee*, though I should expect hot work in her occasionally. What chance have I for her?

Colonel [J. L.] White sent for the iron to-day for the bands of guns. I have given him as much as he can work in six weeks and may then have more for him. What of the machinery, etc., at Pascagoula?

Yours, very truly,

CATESBY AP R. JONES.

Admiral BUCHANAN,
Mobile, Ala.

Report of Colonel Luckett, C. S. Army, regarding shots fired at Confederate batteries by Federal gunboat off San Bernard River.

HEADQUARTERS POST OF VELASCO, TEX.,
December 29, 1863.

CAPTAIN: I have the honor to report that a steam gunboat was discovered this morning about 12 m. off the mouth of the San Bernard. After firing a few shots there she lowered her sails and steamed up opposite our batteries and fired eight shots, all of which fell short and were not answered by our guns. She then put about, hoisted her sails, and soon disappeared to the westward.

I have the honor to be, very respectfully, your obedient servant,
P. N. LUCKETT,
Colonel, Commanding.

Captain L. G. ALDRICH,
Assistant Adjutant-General.

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